



Approved



2004 - 2006

Statewide Transportation Improvement Program

Providing for the Movement of People and Goods



**Alaska
Department of
Transportation
and Public
Facilities**

November 2003



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STIP Public Process

The state regulations at 17 AAC 05.165 - 990 govern the STIP public process used to prepare this draft STIP. These regulations comprise the Alaska DOT&PF's Public Involvement Procedures (PIP) required by federal regulations. You can view a copy of the state's transportation planning regulations at:

http://www.dot.state.ak.us/stwdplng/cip_stip/assets/regulations/regs.pdf?

Photo credits:

Upper left: "Trained for Racing" – Jack Carr of Kodiak, Alaska and his trained moose, Alaska State Library, Alaska Purchase Centennial Collection, PCA 20-183c

Lower left: Yukon River, 1906, Alaska State Library, C.L. Andrews Collection, PCA 45-628

Upper right: Seward Hwy – Courtesy of the Scenic Byways Program, taken by Diane Regan

Lower right: MV Fairweather rendering by Nigel Gee Associates, courtesy of the Alaska Marine Highway System

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October 31, 2003

Mr. Mike Barton, Commissioner
Alaska Department of Transportation
and Public Facilities
3132 Channel Drive
Juneau, AK 99801-7898

RECEIVED

NOV - 5 2003

DOT & PF Commissioner

RE: 2004 – 2006 Statewide Transportation Improvement Program (STIP)

Dear Mr. Barton:

We have received your October 16, 2003, letter requesting approval of the Alaska 2004 – 2006 Statewide Transportation Improvement Program (STIP). We have also received and have reviewed your October 23 and October 28 errata pages to the STIP. We find that the projects in the STIP are based on a planning process that meets the requirements of Title 23, U.S.C., the Federal Transit Act, and 23 CFR 450, Subparts A, B, and C.

The 2004 – 2006 STIP is approved subject to the following exclusions:

- Projects in the proposed AMATS 2004 – 2006 TIP;
- Projects in the Fairbanks air quality non-attainment area;
- Projects in the Juneau-Mendenhall Valley air quality non-attainment area.

Since no AMATS projects are included in the 2004 – 2006 STIP submitted by ADOT&PF, projects in the AMATS TIP can be added by amendment following an appropriate air quality conformity analysis and a USDOT finding of conformity. Projects in the Fairbanks and Juneau-Mendenhall Valley areas that are listed in the 2004 – 2006 STIP will be automatically included in the STIP when an appropriate air quality conformity analysis has been completed, and a USDOT finding of conformity has been made.

Our joint approval of the STIP does not signify FHWA's concurrence of your proposed resolution of the "time trap" projects. Since 23 U.S.C., Section 102(c) pertains to "Highways,"

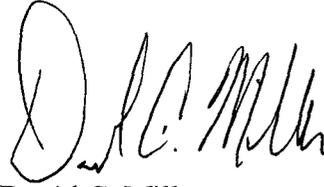
FHWA will address ADOT&PF's proposal under separate correspondence.

If any questions should arise, please contact Jennifer Bowman of FTA at 206-220-7953, or Peter Serrano of FHWA at 907-586-7422.

Sincerely,



fr
R. F. Krochalis
Regional Administrator
Federal Transit Administration



David C. Miller
Division Administrator
Federal Highway Administration

cc: Andrew Niemiec, Chairperson, FMATS (Fairbanks MPO)
Mike Scott, Chairperson, AMATS (Anchorage MPO)
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STATE OF ALASKA

FRANK H. MURKOWSKI, GOVERNOR

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October 31, 2003

Dear Alaskan:

I want to thank everyone who took the time to convey their concerns and comments on the draft STIP for 2004 to 2006. While the sentiment was nearly unanimous--the downturn in STIP funds and consequential delay in projects is harmful to all communities--the paramount message was of the critical importance transportation plays in our lives. We share this opinion: transportation counts and is critical to the economy, to the delivery of government services and as a basic human need.

We understand the frustration so many of you expressed in your letters. The department has not lived up to expectations in recent years, too often promising, then having to backtrack on these promises. The downturn in federal funding since 2002, delay in reauthorization of TEA-21 and other factors such as the legal obligation to complete time trap projects have created a "perfect storm" delaying many projects across nearly every large and small community in Alaska. Roads, trails and ferries projects of every type and purpose have been impacted from the National Highway System to community roads and paths.

We believe this approved STIP is the beginning of a new era of responsible stewardship. No longer will the STIP knowingly make promises above our financial ability to deliver. We also pledge to pay off the large backlog of time trap projects and other legal obligations of the state, at a level that minimizes the impacts to other projects. Taking responsibility to address a budget that exceeds revenue is difficult at any level, whether in one's household, local government or the state. Such actions are necessary, however, if we are to effectively redirect the capital investment in transportation to best meet the needs of each of you.

The funding picture for Federal Fiscal Year (FFY) 2004 and thereafter is still not clear. TEA-21 has been reauthorized for just 5 months, and presently Alaska can count on only 5/12's of the funds received in FFY 2003. The potential of an enlarged federal-aid highway program is still alive given the several reauthorization proposals being advocated. We anticipate the 2004-2006 STIP will require a major revision at some point once the reauthorization funding levels are clear. If the funding for Alaska increases after reauthorization, we will promptly take action to advance projects wherever possible.

While the development of this STIP for 2004 to 2006 has been difficult, the overall transportation outlook remains upbeat. We have many important projects under development with bond funds passed by the voters. The potential for large earmarks and increased funding is still high, once reauthorization of TEA-21 is completed. Further, the new emphasis on funding transportation with both traditional and non-traditional funds is very important to our state. I also encourage you to look at the section in the STIP narrative that outlines the transportation priorities for community access and industrial development. It is a comprehensive snapshot of numerous projects to aid our state, many of which have already been started.

We look forward to working with each of you to continue to improve the STIP and our performance in meeting transportation needs across the state.

Sincerely,

A handwritten signature in black ink that reads "Mike Barton". The signature is written in a cursive, slightly slanted style.

Mike Barton
Commissioner

2004-2006 STIP

Table of Contents

Quick Guide to Your Review of this Document	i	Alaska ITS program: iways	19
Purpose of the STIP	1	Iways applications	19
New issues and considerations	1	Fixing the STIP	20
Reduced funding is estimated for 2004 – 2006	1	The biggest problems	20
Other factors affecting the STIP	2	Future improvements to the STIP	23
Eligibility of borough governments to participate	3	Amending the STIP and project selection criteria	23
New Policy: cost sharing with our partners.....	3	Identifying STIP funding resources.....	23
New federal consultation rule for areas outside AMATS and FMATS.....	6	2004-2006 STIP public comment.....	28
Details of the 2004 – 2006 STIP	7	Alaska’s Transportation Priorities	34
2004 – 2006 STIP emphasis areas	9	Alaska’s Priority Industrial Access Projects	36
How projects are selected for the STIP	9	Alaska’s Priority Community Access Projects	41
2004 – 2006 STIP public involvement	11	Project schedule sections	47
Selecting and programming projects for the 2004 to 2006 STIP	13	Glossary of Terms	50
EPA air quality issues and new CMAQ project scoring criteria	14	Project Details	
Dividing the STIP funds between MPOs and other communities	15	Project Index	
Special status of urbanized areas – Fairbanks and Anchorage	15	Surface Transportation Program	Section A
The new formula for sharing STIP funds with MPOs.....	16	National Highway System	NHS-1
Is this allocation equitable?.....	18	Community Transportation Program	CTP-1
Intelligent Transportation Systems	19	Trails & Recreational Access for Alaska	TRAAK-1
		FMATS CTP & TRAAK	FMATS CTP&TRAAK-1
		FMATS CMAQ	FMATS CMAQ-1
		Alaska Highway System.....	AHS-1
		Ferries & Facilities.....	Ferry-1
		Federally Required Programs & Preventive Maintenance.....	Req’d-1
		Earmarks.....	Earmark-1
		Changes between Draft and Approved STIP	
		Federal Transit Program	Section B
		Federal Lands Program.....	Section C
		Forest Highway Program	
		Park Roads Program	
		Indian Reservation Roads Program	

Quick Guide to Your Review of this Document

If you are already familiar with the Needs List or Statewide Transportation Improvement Program (STIP) process, this quick guide highlights the most important issues.

Review projects in your area

Copy this web address into your navigator bar, URL: http://www.dot.state.ak.us/stwdplng/cip_stip/needlist01_03.html You can review the 2004-2006 Needs List document or look at the current datafile of project needs by clicking “Needs”.

Look at the STIP, found later in this document. These programs show what projects would be designed and built, based on today’s information. If a project is not shown in a program, but is in the Needs List, it did not rank high enough to be included in the 2004-2006 time frame covered by the predicted funding.

Why the federal funding went down - factors affecting STIP funds

The STIP is built on a lower funding estimate than used in the earlier pre-draft version. The prediction of less formula funding means that projects are delayed, some by two or more years. On page 1 we describe the reasons for this reduced estimate.

Over the span 2003 to 2006, the November 2002 estimate of federal funds appears to have been over-stated by more than \$450 million!

Changes to the TRAAK program

In 2003, legislation was passed which reduces the TRAAK program from 8% to a maximum of 2% of eligible funds. For the next three years (2004 – 2006), there is a transition step at 4%. See page 3 for a description of this new law and how it will affect future TRAAK projects.

New requirement for sharing match costs and local government eligibility

The need to reduce the cost of state government has resulted in a new requirement for local governments and other non-state agencies to contribute some or the entire match costs on federal-aid transportation funding. A new policy for both issues starts on page 3.

Air quality issues

The new EPA-required model for estimating emissions could jeopardize transportation funding in Anchorage and Fairbanks. Additionally, some funding from the Congestion Mitigation and Air Quality program will be distributed to projects. We will be making final decisions about project selection separately.

Dividing STIP funds between MPOs and other Alaska communities

Under federal law, areas recognized by the federal government as MPOs (or Metropolitan Planning Organizations) are authorized to select their own projects with a portion of the STIP funds allocated from the state. Read how Alaska DOT intends to divide the pie between MPOs and other local governments to effect equitable sharing of federal transportation funding. See page 16.

Fixing the STIP

Many comments that were received on the pre-draft and draft versions of this STIP expressed frustration with the process and continued pattern of delay in receiving project funds. The department responds to these concerns and offers both a short term and long term strategy for correcting deficiencies in the STIP process. See page 20.

2007-2009 STIP Years are omitted

Uncertainty in the last three years covered in the draft STIP caused us to omit them from the final version. The federal surface transportation legislation has been extended until March 1, 2004, and the FFY 2004 federal appropriations have not been enacted, the estimated funding is unknown even for the current year. Our first priority is to obtain federal approval for a STIP to start FFY 2004, and federal law requires only 3 years in the STIP.

Contact the department to ask questions

See the inside front cover for a list of contacts.

Summary of the Public Comments

We have summarized the comments received during the draft STIP public review period in August-September. You may view the actual comments on our website URL: http://www.dot.state.ak.us/stwdplng/cip_stip/stip04_06publiccomments.html

Summary of Changes and Index by Community

In the final STIP document, we will include a summary of changes from the draft STIP and an index by Community to projects in the STIP.



Lateral embankment cracks on Alaska Highway. The rate of such damage has increased dramatically in some regions.

Purpose of the STIP

This is the final 2004-2006 STIP or Statewide Transportation Improvement Program. It follows an earlier pre-draft version, published with the related Needs List in November 2002 and a draft version that was released for public comment in August 2003. The purpose of the final STIP is to reflect final decisions about the 2004-2006 surface transportation programs.

The STIP is the state's plan for allocating funding for surface transportation -- highways, transit, paths, and ferries -- for a three-year period. This new STIP covers the three federal fiscal years 2004, 2005 and 2006 (the time period from October 2003 through September 2006).

The STIP only covers surface transportation projects. The Federal Aviation Administration provides funding for airport projects. A program of spending for airport projects, the Airport Improvement Program, is published separately. Ports and harbors projects are funded by the Corps of Engineers with State and local match funds, or solely with State and local funds. Neither aviation nor ports and harbors projects are included in the STIP.

New issues and considerations

Reduced funding is estimated for 2004 – 2006

A large number of projects are being delayed as compared to the pre-draft version published in late 2002. Reduced funding estimates and some other external factors have been the primary causes for these delays.

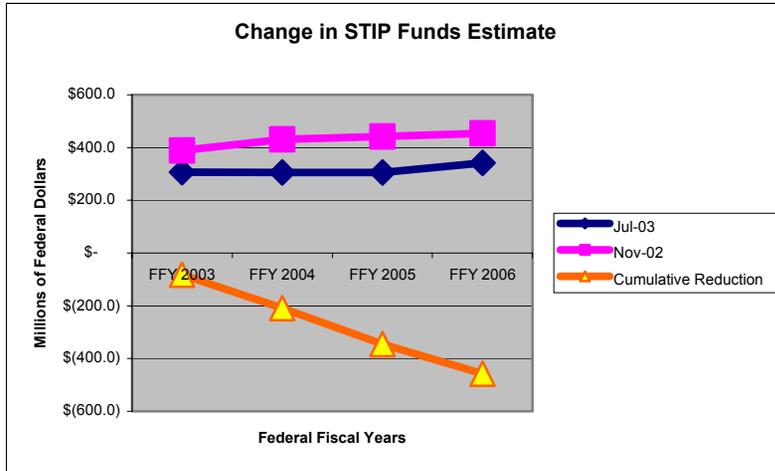
In November of 2002, the pre-draft version of the 2004-2006 STIP estimated funding in the range of \$430 million or more

for each year. Our current estimate of funding is considerably lower, now at \$305 million. This reduction in the estimate is substantial, and resulted in the delay of nearly every project shown in the earlier pre-draft STIP. Moreover, the shortfall in federal funding actually began in FFY 2003. Thus projects delayed in 2003 must also compete for funds with those previously placed into the 2004 – 2006 STIP.

The funding estimate today is based on information from US DOT concerning decreased federal gas tax receipts and from current activity with federal legislation. Alaska relies on federal funds for most transportation capital expenditures. When the federal funds are reduced, Alaska must lower the spending target and delay many important projects.

A large number of projects are delayed as compared to the pre-draft version published in late 2002.

Estimated federal funding levels are significantly lower than previously thought.



Other factors affecting the STIP

The reduction of federal funds is not the only adverse factor accounted for in preparing this STIP. Three other significant events must be mentioned:

- *Delay in reauthorization of TEA-21* – TEA-21 is the federal transportation legislation that funds the federal transportation program in all 50 states. Every 6 years this federal program is reauthorized, and funding levels and program requirements are usually adjusted. If the normal schedule were followed, reauthorization would occur prior to FFY 2004, the first year of the new STIP. Reauthorization was delayed by at least 5 months, and the extension law uses the same funding levels received in FFY 2003. This final STIP is built on the cautious assumption that 2004 and 2005 will produce the same level of funding as 2003.

- *Delay in reimbursement of ER funds* – Alaska is eligible for more than \$50 million to cover the costs of transportation repairs due to emergencies in 2002. The Denali earthquake and the flooding on the Kenai Peninsula and elsewhere would usually be funded with special Emergency



Denali earthquake damage on Tok Cutoff Highway MP 67 to 78 November 3, 2002. Nearly \$29 million of damage was done on this and other transportation features.

- Repair funds from TEA-21. However, the national ER funding is depleted, and the state may have to wait several years for reimbursement. In the draft STIP, we had recommended that the emergency costs be temporarily funded from the STIP. We will not be reimbursing the ER expenditures until federal Emergency Repair funds are appropriated.
- *FHWA Time Trap Requirements* – In 2003 FHWA notified Alaska DOT of about 60 time trap projects that needed attention. A time trap project is one that was started 10 or more years ago, and not completed. Under the federal rules, the state must either commit to completing such time trap projects or reimburse the federal funds. In some cases, the department can also apply to have time trap projects forgiven, subject to review and approval by the FHWA. While we have

worked diligently to have many of these older projects forgiven, many other projects must be accelerated to avoid the requirement that the state repay federal funds.

Changes to the TRAAK Program

In 2003, the TRAAK program was changed by enactment of Senate Bill 71. The effect of this legislation was three-fold:

- Beginning in FFY 2004, it reduced the maximum level of funding allocated to the statewide TRAAK program from 8% to 4%; with a requirement for further reduction to 2% beginning in FFY 2007.
- Funds not spent in the TRAAK program are to be transferred to the CTP program. It will grow to 37% in FFY 2004 and to 39% in FFY 2007.
- MPOs (Anchorage and Fairbanks) may spend no more than 10% of the funds allocated from the STIP on transportation enhancements.

The effect of this change is to slow the pace of the entire TRAAK program. The department may have to impose a multi-year moratorium on new TRAAK projects until active projects in design are funded through construction. Another possibility is to limit TRAAK projects to maximum dollar limit. The intent of these possible program changes is to ensure the program's viability and utility to several Alaska communities each year.

Eligibility of borough governments to participate

The FHWA imposes a perpetual requirement for maintenance on projects funded under the federal-aid transportation program. Alaska DOT, in turn, requires that local governments

and other sub-recipients of these funds make the same commitment to long-term ownership.

Beginning in the FFY 2004 STIP, if STIP funds are used on a local (non-state owned or commitments for maintenance and ownership) project, the sub-recipients must have legal authority to accept this commitment. For example, Borough governments must have adopted the power to '*provide transportation systems*', on an areawide or non areawide basis, as required by state statutes (AS 29.35.200 - 220).

Boroughs that have not adopted the power to '*provide transportation systems*' under this statute, may not have the legal ability to own, fund, operate, maintain, or tax for such transportation projects. Should a borough or other recipient that accepts a federal-aid project, later claim they have no legal authority to fund or maintain projects built with FHWA funds, this policy protects the state from future financial liability.

New Policy: cost sharing with our partners

In reducing the state budget in 2004 to meet fiscal targets, state match funds were cut by about \$9 million or nearly 20% with the expectation that local and earmarked projects would no longer be matched with only state funds. The new policy requires that several classes of projects rely on 100% of the match funds provided by the local sponsor, and for other STIP projects serving a joint state and local interest, the match is to be split between the state and the sponsor.

This new policy applies to every new project phase or cost increase to existing phases needing match funds, including projects already underway. It applies to all projects and

project phases authorized after July 2003 (SFY 2004). The policy is subject to change, according to the state's fiscal circumstances.

The table on the page 5 depicts how this policy applies based on ownership and functional class of the road or other project type in question. The state is focusing limited match funds on state-owned routes and other routes that serve high levels of traffic. Roads of less importance, and other classes of projects which generally serve local needs, would be given lower prominence in the policy. In-kind right of way donations and materials will be considered for local match.

The match funds are expected at the time of each phase of a project is authorized by the Federal Highway Administration (FHWA). The federal-aid agreement creates a commitment on the part of the state to provide match funds, thus the state will need the funds from local sponsors to fulfill these commitments. Typically a project agreement with FHWA is established at key points in the life of each project, prior to design, right-of-way, and construction.

Project sponsors may make appeals in writing to the Commissioner of the Department of Transportation and Public Facilities for exceptions to this match provision on a case-by-case basis. The basis for appeals must address how the project serves the state's interest. Appeals will be viewed cautiously, for there is not enough state general funds to fulfill routine requests.

Donations of Right of Way

There are several examples where the commitments of right of way or land were withdrawn when the State acquired the property. In the future, if the commitment is withdrawn in favor of cash settlement with the State, the funds received must be

turned over to the State, or the project in question will be delayed indefinitely.

New Policy: Use of State Match Funds by Ownership and Functional Classification			
Project FC or Type	100% state match	50% state match	0% state match
State Owned Projects			
Local Roads	X*	X	
Minor Collector	X*	X	
Urban or Major Collector (non NHS)	X		
Minor Arterial (non NHS)	X		
Other Principal Arterial (non NHS)	X		
NHS, AHS or Highway Safety Improvement Program	X		
TRAAK, ITS or Transit Project	X		
Planning or other non-construction.	X		
CMAQ – Projects in the SIP or in direct support of the SIP	X		
Congressional earmark.	X		
Non-state Owned Projects			
Local Roads	X*		X
Minor Collector	X*		X
Urban or Major Collector (non NHS)	X*	X	
Minor Arterial (non NHS)	X*	X	
Other Principal Arterial (non NHS)	X		
NHS, AHS or Highway Safety Improvement Program	X		
Intersection improvements on state roads to serve commercial needs regardless of FC or category			X
TRAAK, ITS or Transit Project			X
Planning or other non-construction.			X
CMAQ – Projects in the SIP or in direct support of the SIP	X		
Congressional earmark.		X*	X

*Only with a transfer agreement that transfers ownership and maintenance of the road being upgraded or another comparable state-owned road to the local government.

Project sponsors may make written state's best interest appeals to the Commissioner of the Department of Transportation and Public Facilities for exceptions to this match provision on a case-by-case basis. The match policy applies to phase starts and cost increases after July 1, 2003.

New federal consultation rule for areas outside AMATS and FMATS.

Federal regulations made final in 2003 require that the Alaska DOT develop more consistent and effective means of communicating and consulting with those interested in transportation, outside the urban areas covered by an MPO. These new rules take effect in early 2004.

What it changed?

Effective February 24, 2003 the FHWA amended the Federal planning regulation (23 CFR 450) regarding the development of statewide plans and programs. Specifically, this action amends the planning regulation as it relates to consultation with non-metropolitan local officials. This action implements the provisions of the Transportation Equity Act for the 21st Century (TEA-21) regarding the consultation with non-metropolitan local officials in the statewide and metropolitan planning processes.

It also requires that we formally adopt a consultation process that is in addition to the public involvement process now in place. It further requires that we periodically review with non-metropolitan local officials the effectiveness of this consultation process, and consider taking action to better serve these interests.

Our current public involvement processes for both planning and STIP preparation follow the new Alaska Planning Regulations (17 AAC 120 – 990). We may need to change our state regulations to meet the requirements of the new federal rule.

How does it affect DOT&PF activities?

The new rule will affect the STIP and various planning processes including the Statewide Plan, Area Plans and other plans adopted under these provisions. Since this new consultation process is specifically required in addition to existing public involvement procedures, it will likely add to the outreach effort required during adoption of the STIP and various plans.

This new rule will affect regional planning activities, the statewide office and some of the functions of the AMHS.

The new federal definition of consultation is as follows:

“Consultation means that one party confers with another identified party in accordance with an established process and, prior to taking action(s), considers that party's views and periodically informs that party about action(s) taken.”

The requirement for periodically informing local officials is a key provision of this definition. DOT&PF must not only seek the input and consider it during transportation decision-making; the agency must periodically communicate final decisions or actions in a formal process, to be defined.

Timing and costs to implement the new rule?

State DOTs have until Feb. 24, 2004 to adopt their new consultation process for non-metropolitan officials. No formal approval of this process by US DOT is required.

The FHWA does not provide any additional funding for this activity. The regulation adoption notice made note that transportation planning activities are federally funded at an 80:20 ratio thus implying each state should use federal-aid funds for any increased costs.

How will Alaska DOT&PF implement this new requirement?

Alaska DOT will be listening to officials and others outside the urban areas as we work to meet this new federal requirement. Thereafter we will prepare a proposal and circulate it for comment. If you have a thought on how we can make the transportation planning consultation process more effective send an email to: planning_comments@dot.state.ak.us

Details of the 2004 – 2006 STIP

The STIP displays the projects the department plans to design and build in each of the next three years. By law, the spending plan must achieve these requirements:

- Fiscally constrained, based upon realistic estimates of expected funding
- Consistent with both statewide and local transportation plans
- Covers a period of not less than 3 years
- Consistent with federal and state air quality requirements
- Contains all capital and non-capital (e.g., planning, research) transportation projects
- Contains information about each project, including description, location, costs, phase of work and year of funding
- Is developed in cooperation or consultation, as appropriate, with affected local officials, other interested parties and transportation operators.

How the STIP is prepared?

This STIP is the final step in an extensive process through which projects are nominated, evaluated, selected and programmed for funding based on merit and relative need. Alaska's STIP is prepared from a document known informally as the Needs List

(Transportation Needs and Priorities in Alaska). Beginning in late 2001 the department held a public review of the needs-based project scoring criteria and solicited new project nominations for the Needs List. Based on the existing database of previously nominated projects from prior Needs Lists and the new project nominations, the department reviewed more than 1,200 surface transportation project nominations from various groups, local governments, state and federal agencies.

This large pool of potential projects is classified into the different STIP categories and regional staff initially scored each one. Only projects receiving the highest scores in this initial ranking became eligible for subsequent evaluation statewide.



The long-term climatic warming trend in Alaska has changed the pattern of debris flow on many rivers and streams. Here the increased bed load has nearly eliminated the hydraulic capacity of the bridge at One Mile Creek, MP 228 Richardson Highway. DOT&PF may need to elevate this bridge with raised embankments on either side.

The STIP is a financially constrained spending program. The department must estimate the total amount of transportation funding, by year and by category, from all anticipated sources for the three-year period, 2004 - 2006. The primary source of funds for surface transportation projects in Alaska is from the Federal Highway Administration. Other key sources of funding include the transit funds from the Federal Transit Administration, and special funding sources such as grants selected by members of Congress for specific projects.

The estimate of total available funding limits the projects placed in each year of the STIP. Much of the funding available to the department is allocated within specific categories such as safety, surface transportation, transportation enhancements, air quality (CMAQ) and transit funding according to the federal funding programs. In allocating funds to projects, we must consider these special categories.

Federal regulation (23 CFR 450.216) requires that each state transportation agency develop a STIP for all areas of the state outside of metropolitan planning areas (MPOs). For metropolitan areas, the MPOs develop their own TIPs (Transportation Improvement Programs) which are approved by the state and incorporated in total or by reference into the STIP. Additional requirements are also placed on the nature and form of projects that are placed in the STIP. The final STIP is subject to approval by both the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), both agencies of the US Department of Transportation.

STIP Spending Categories

The STIP is divided into several transportation categories, with each receiving a portion of the funds. All projects nominations are placed into one of these categories.

- *National Highway System* (NHS) is the system of most important highways and ferry links that connect the state's population centers with economic centers, border crossings and intermodal facilities. Congress or the US DOT approves all routes on the NHS. (For ease of review, ferries and terminals of the AMHS and other systems are shown in a separate category, but are financially part of the AHS or NHS, as appropriate.)
- *Alaska Highway System* (AHS) is the system of state highways, roads and ferry links that were not made part of the NHS (see above) but are still important to the state in that they link cities with economic centers, recreational areas, and span the distances between cities. AHS routes are approved by the DOT&PF Commissioner.
- *Community Transportation Program* (CTP) that creates partnerships with local governments, tribes and other parties to build projects serving local and regional needs including economic development related projects.
- *Trails and Recreational Access for Alaska* (TRAAK) projects that improve access to recreational facilities and provide trails for transportation and scenic and interpretative improvements along highways.
- *Federally Required Programs and Preventive Maintenance* – These projects are required to meet federal eligibility such as data collection, bridge inspection, research and similar programs.
- *Earmark Projects* – Known or expected earmark projects are listed here. Since earmark funding is not realized until the earmark is contained in a Congressional appropriations bill, this class of projects is speculative. Projects in this category do not compete with the federal formula funds nor are they part of the financial constraint calculation that applies to the remainder of the STIP.

Except for Earmark Projects an estimated funding level was established for each of these categories, and this STIP has been structured around these categories.

2004 – 2006 STIP emphasis areas

This STIP is structured to address the following policy objectives in order to best serve the interest of the state in the use of scarce transportation funds:

- Reduce general fund obligations to the state by addressing “time trap” projects in a responsive but measured manner.
- Achieve a safer transportation system for all involved.
- Connect communities and resources in order to improve Alaska’s economy and reduce the cost of living in outlying communities.
- Modernize to current standards and upgrade capacity on the National Highway System.
- Use a needs-based system to allocate funds to community and local transportation needs, giving priority to those communities willing to share in project costs and assume ownership.
- Capacity increases in urbanized areas – Add capacity in order to reduce congestion, improve safety and reduce travel time. Interchanges are funded in Fairbanks, Juneau, and the Matanuska-Susitna Borough within this STIP.
- Ferry modernization – The international and federal regulatory authorities continue to increase the safety standards applicable to public ferries. As such, the department must continue to upgrade the fleet to meet these stringent standards.
- Rehabilitate and transfer roads – or the upgrading of state-owned roads and subsequent voluntary transfer of these roads to local government.

- Maintenance cost reductions – The department continues to seek ways to lower maintenance costs through smart capital investments. Examples range from development of a maintenance management system to replacement of guardrails, luminaires and pavements.
- Use technology to improve transportation efficiency. Recent examples include new land mobile radio systems for operations. We are also installing a road weather information system in several test areas to improve awareness of when to deploy snow and ice control efforts.

How projects are selected for the STIP

National Highway System including AMHS: The department, based on the need to upgrade sections below standards, accomplish pavement rehabilitation, provide safety improvements or capacity increases, selects NHS projects. Since nearly all NHS routes are and will remain in state ownership, the department has not used a scoring system, because competition for these funds does not involve third parties.



Annual overhauls on AMHS vessels require work performed in a shipyard to maintain US Coast Guard certifications.

The department has made the improvement of the NHS routes a state priority in allocating funds for the STIP. We have made significant progress toward modernizing the network of NHS

routes and ferries. However, many NHS route improvements remain uncompleted, and this emphasis will continue over the next decade.

Alaska Highway System: The department based on the need to upgrade sections below standards, accomplish initial hard surfacing or pavement rehabilitation, provide safety improvements or capacity increases, selects AHS projects. Since nearly all AHS routes are and will remain in state ownership, the department does not use a scoring system since, competition for these funds does not involve third parties.

CTP and TRAAK: Requests for projects in these two transportation categories are solicited statewide. Boroughs, cities, villages, transit providers, Native organizations and other local governments, private parties, state and federal agencies, and others interested in transportation development are all requested to make project nominations. The department also submits a limited number of projects for consideration. In developing the 2004-2006 STIP, the nomination process produced a list of more than 1,200 potential surface transportation projects for consideration.

For the CTP and TRAAK programs, the application of evaluation standards and criteria resulted in a numerical score for every project. Each project is scored using one of the five sets of standards and criteria:

Community Transportation and Economic Development Program (CTP):

- Rural and Urban Streets and Roads Criteria
- Remote Roads and Trails Criteria
- Transit Projects Criteria
- ITS Projects Criteria

Trails and Recreational Access for Alaska (TRAAK):

- TRAAK Criteria

The project scoring criteria for the CTP and TRAAK programs may be found in the Needs List or on the department's web page URL: http://www.dot.state.ak.us/stwdp/ing/cip_stip/eval_criteria.html. If neither of these sources is convenient, please ask a regional or statewide planning office for a paper copy.

Scoring involves two steps. First the appropriate department regional office scores the entire list of projects nominated in their region. The top-ranked projects from this step are then forwarded to the department's Project Evaluation Board (PEB) composed of senior members of the department:

Each member of the PEB scores each project. The resulting scores are weighted, then averaged to determine how each project fares compared to other projects considered and scored within that program

The PEB does not score projects in the NHS or AHS. They also do not score projects within the two urban MPOs in Alaska: Anchorage - AMATS and Fairbanks - FMATS.

Project programming in the STIP

A schedule of project phases including funds and time needed to complete each phase of a project becomes the STIP. Schedules for CTP and TRAAK projects also consider the PEB scores. A typical construction project involves up to four major steps or phases, often taking several years:

- Phase 2 – Preconstruction, including engineering design and environmental review
- Phase 3 – Right-of-way, including the identification and acquisition of land needed to build the project and the

relocation of residences or businesses that may be in conflict

- Phase 7 – Utility relocation, when public utilities are in conflict with the planned improvements
- Phase 4 – Construction including all physical steps to build the project

Each of these phases may involve anywhere from a few months to many years to complete. Some projects require all of these phases, while others may need only design and construction phases.

The list of top scoring projects in the CTP and TRAAK program are then used to program the STIP. Generally, the highest scoring projects are included in the earliest years of the STIP. While this general rule guides the placement of most CTP & TRAAK projects, other programming factors also influence the development of the STIP, including the following considerations:

- Projects with an approved environmental documents are “grandfathered” or “baselined” and are carried forward for construction. These include the “time trap” projects that may require payback if not completed.
- State advance construction or bond repayments are given priority; they are financial obligations that must be repaid.
- Complex projects involving difficult right-of-way issues, utility relocation or extensive environmental considerations are assigned more time between phases.
- Special funding categories such as Congestion Mitigation/Air Quality or Safety funds must be utilized; thus, a project using these categories may be accelerated.

- Projects recommended by an adopted regional transportation plan as part of the Statewide Plan are given higher consideration.
- Projects are coordinated with associated projects and other funding sources in order to best leverage the overall transportation program to maximum benefit.
- Projects associated with unique events, such as the centennial of a community’s founding are scheduled to fulfill the event timing when possible.
- Congressional earmarked projects are scheduled in the STIP according to the sponsor’s needs as long as they do not impact department-sponsored projects.
- Preventative maintenance, security and emergency work is given priority over more routine work.

2004 – 2006 STIP public involvement

The STIP was prepared with a number of opportunities for public involvement. Beginning in mid 2001, the department notified local governments, villages, federally recognized tribes and federal and state agencies of the opportunity to nominate projects. A review of the project selection criteria was also undertaken. Project nominations were open until October, and the PEB held its first scoring meeting in late 2001. The results of the scoring were published in the Needs List in November 2002. The Needs List contained a “pre-draft” six-year program of projects based upon the initial scores given to projects in the Needs List.

Thereafter, the department held public meetings to provide a forum for comments on the Needs List. Notices of the meetings were placed in newspapers throughout the state and meetings were held in more than 20 communities. The public comment period ran for 8 weeks. In addition to the public

meetings, we received many letters, e-mail messages and phone calls concerning the Pre-Draft STIP and Needs List. The department's area planners also received a number of comments during meetings with public officials and interested citizens.

In early 2003, the department learned that total federal funding for FFY 2003 would be significantly lower than predicted. The difference in estimates was about \$90 million. This caused work on the 2004 – 2006 STIP to be delayed while we gave priority to readjusting the 2003 STIP year, in major amendment #17.

By June of 2003, we concluded that TEA-21 reauthorization could not pass before October. (In fact, TEA-21 has now extended rather than re-authorized.) We readjusted the 2004 and 2005 revenue prediction to a level equal to that received in FFY 2003. The TEA-21 extension amount for FFY 2004 equals 5/12 of FFY 2003 funding levels. For FFY 2006 we predict a modest upswing of 12% in funding.

Throughout the public involvement process for the Needs List and Pre-draft STIP, and the Draft STIP, the department used its Internet site to advertise the public opportunities to participate and disseminate information. We are sensitive to the fact that the Internet is not a universally available medium, especially in rural Alaska. We will continue to use this medium and supplement it with other methods of notifying the public such as public notices in newspapers and mailing lists.

Earmarked and discretionary projects

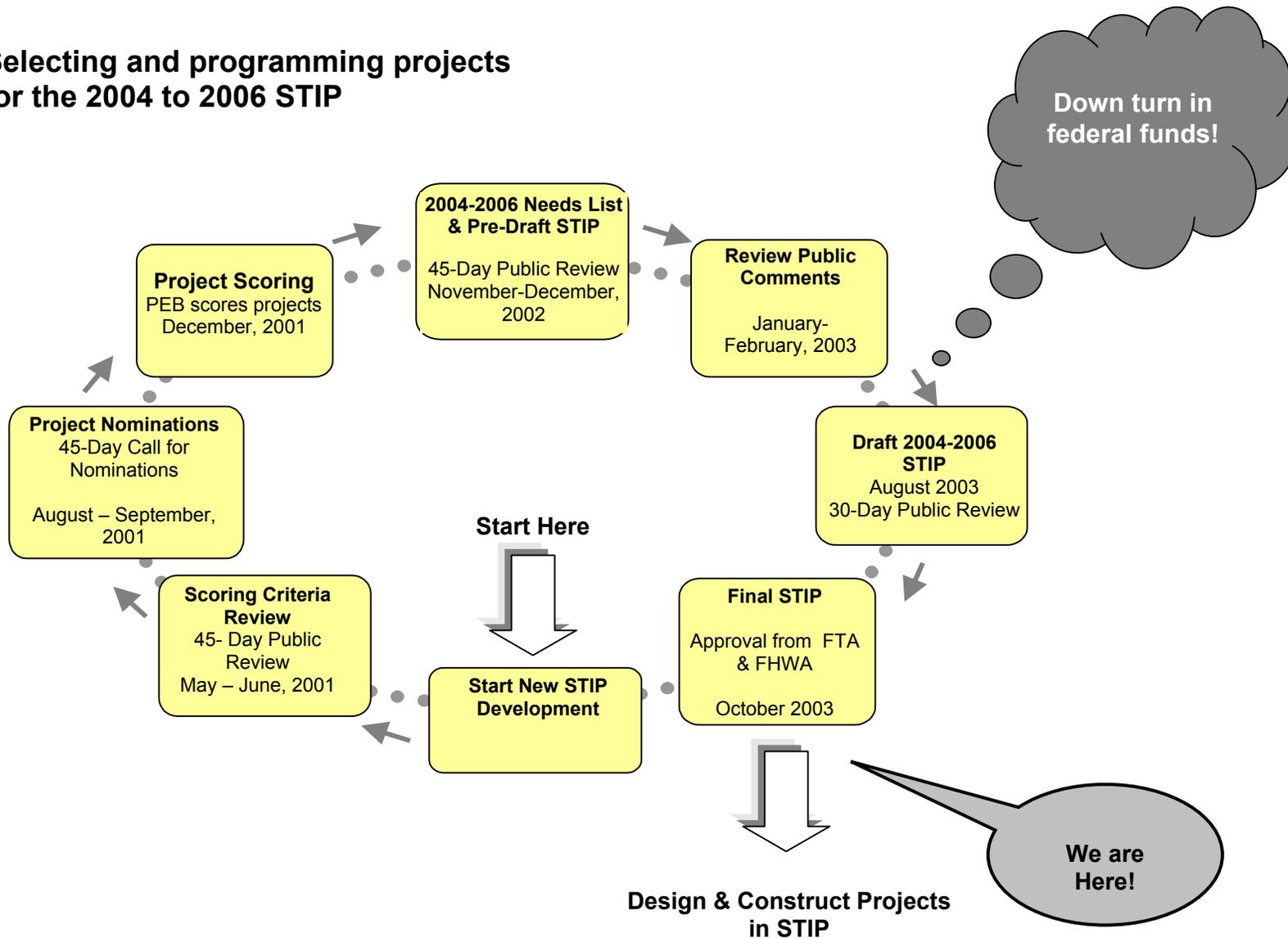
Historically, the federal-aid funding process was allocated to each state based on complex formulas that addressed multiple categories with project eligibility established for each category. However, with a few exceptions, each state was free to program formula funds in the manner best determined by the

state. In the recent past, the federal programs have grown considerably in two areas: earmarked funds and discretionary programs.

Earmarked funds are federal funds that come to Alaska with specific Congressional intent as to their purpose, timing and location. A recent example was the group of projects earmarked in the 2003 Federal Appropriations bill that included 353 project specific appropriations totaling over \$670 million. Twelve of those projects totaling over \$38 million came to Alaska. Earmarked projects are not open to public or department consideration as to where or for what purpose the money is allocated. Alaska can either accept or reject this funding, but it cannot change the project for which the Congressional earmark was made.

Discretionary funding and future or expected earmarks deserve special explanation. Discretionary funds and future earmarks are potential, but not certain funds for many Alaska projects. Under a nationwide competitive process, including a grant application based upon completed engineering; the state must solicit discretionary funds with a thorough and complete project application. There is no certainty that discretionary funds will be allocated to Alaska. Future earmarks for large multi-year projects are also subject to future Congressional actions, thus they are not certain. The placement of a discretionary or future earmark project in the STIP means the state will complete the project, if, and when, it is awarded the discretionary funds or earmark from the appropriate federal agency.

Selecting and programming projects for the 2004 to 2006 STIP



EPA air quality issues and new CMAQ project scoring criteria

Alaska has four air quality nonattainment areas:

- Portions of Anchorage and Fairbanks are classified serious nonattainment areas for carbon monoxide;
- Portions of Eagle River and Juneau are classified moderate nonattainment areas for particulate matter.

While the air quality of Alaska cities has improved dramatically since the early 1980s, both Anchorage and Fairbanks continue to deal with the requirements of the federal Clean Air Act with respect to transportation projects. Both communities, with assistance from the Alaska Department of Environmental Conservation, must periodically prepare an updated Statewide Implementation Plan (SIP) for improving air quality.

The Clean Air Act prohibits federal actions that delay attainment of any air quality standard. This policy requires a review of all planned transportation projects to ensure they will not lead to decreased air quality. This analysis, known



Congestion on the NHS Glenn Highway route in Anchorage. The department's NHS policy is focused on reducing urban congestion and upgrading rural sections, as both are key the state's economy.

as "conformity," requires a mathematical demonstration that all highway and transit funded projects are consistent with the most recently approved State Implementation Plan (SIP) for air quality.

STIP or TIP projects proposed for construction within air quality nonattainment areas must undergo regional and project-level analysis to make sure they conform to the State Implementation Plan for Air Quality (SIP). Regional analysis looks at the combined emission impacts of all projects in an area over a twenty-year period. It must consider all transportation projects, regardless of funding source. Project-level analysis looks at the emission impacts at the project location to ensure no new localized violations of the air quality standards will result.

This means that predicted emissions that may result from transportation projects in the Long Range Transportation Plans and Transportation Improvement Plans (TIPs) cannot exceed estimates made for conditions prior to such projects being completed.

Changes in how air quality is modeled

In 2002, EPA approved the existing on-road CO emissions budgets in Anchorage and Fairbanks as part of the approved SIPs for the communities. This approved conformity cap or air emissions 'budget' cannot be exceeded in future years. The

The required EPA model for predicting air emissions has been changed. Until Anchorage and Fairbanks update their air emissions inventory used in their Long Range Transportation Plans and Transportation Improvement Plans (TIPs), new transportation projects in these cities could be jeopardized in 2004.

budgets now in place were based on the outdated MOBILE5 emission model from EPA.

EPA has changed the computer model used to predict air emissions levels from transportation activity. The EPA model, known as "Mobile" has changed to version 6 (known as MOBILE6). There are enough differences between version 5 and 6 that you can't reliably compare a list of new projects against the emissions calculated with the previous model for the baseline condition.

EPA regulations require the use of the new version of the model starting in January 2004. Alaska Department of Environmental Conservation staff note that we must update the baseline emissions inventory with the new model. Otherwise, the LRTPs (long range transportation plan) and TIPs will not demonstrate conformity, and funding for new projects in 2004 are most likely in jeopardy.

Options for updating the air emissions budget

There are two options to update the emission budgets:

- Revise the SIP using the new model to update the budget used to demonstrate attainment;
- Prepare a Maintenance Plan using the new model to establish a new budget.

The Municipality of Anchorage, Fairbanks North Star Borough, and the Department of Environmental Conservation plan to update the air emissions budgets for each community by preparing a new Maintenance Plan. They predict completion of the Maintenance Plans and approval of the emission budgets no later than April 2004. This leaves a gap of up to four months between the time when MOBILE6 must be used in conformity analyses and when the new emission budgets will

be available for use. Conformity determinations conducted during that period will exceed the budgeted air emissions.

Except for projects that are exempt from air quality conformity, this means that no new work may be authorized in the non-attainment areas during the possible 4 months lapse.

New CMAQ project selection criteria

Project selection process for the Statewide Congestion Mitigation and Air Quality funds will be adopted separately.

Dividing the STIP funds between MPOs and other communities

Special status of urbanized areas – Fairbanks and Anchorage

The manner in which funding is allocated and projects are selected within urban areas over 50,000 population differs from other areas of the state. This difference is based on requirements for communities with a population greater than 50,000 in a federally designated urbanized area. This designation is based on both total



Pavement rut depth of nearly 4" due to studded tire wear. In 2003 state law was changed to require a tax on tires, intended in part, to provide funds to repair such damage.

population and relative density per square mile. The determination about whether an area is urbanized is made by the US Census Bureau, and then the state and the affected local governments must work together to establish an MPO (Metropolitan Planning Organization). The state allocates a portion of the federal transportation funds to each MPO.

All MPOs including AMATS (Anchorage Metropolitan Area Transportation Solutions) and FMATS (Fairbanks Metropolitan Area Transportation System) are empowered under federal rules to select their own list of transportation projects within the MPO boundary, except for National Highway System projects.

Both AMATS and FMATS prepare a Transportation Improvement Program (TIP) based on all funding sources available to the MPO. Like the state as a whole, the dominant sources of funds for surface transportation in both AMATS and FMATS is a share of the federal funds that flow from the federal program to Alaska DOT&PF.

Anchorage

AMATS, using a process very similar to the state, prepares a Transportation Improvement Program (TIP) based on all funding sources available to AMATS. Like the state as a whole, the dominant source of funds for surface transportation in AMATS is the federal funds that flow from TEA-21.

AMATS also prepares a Needs List and follows a public review process similar to the Department's. If you have questions about a project in Anchorage or the AMATS planning process contact the AMATS office at the number shown on the inside front cover.

Fairbanks

The Fairbanks urbanized area was federally designated on May 1, 2002 and formally established as an MPO in May

2003. For purposes of surface transportation program development, Fairbanks is now similar to Anchorage. Beginning in FFY 2004 the Fairbanks MPO (FMATS) will receive a STIP funding allocation for use in the MPO-boundary area. The new MPO must have an approved long-range transportation plan and planning process established, before it can directly select projects. This is anticipated by FFY 2006.

Until Fairbanks completes a long-range transportation plan, Alaska DOT&PF will prepare Fairbanks project schedules in the STIP as follows:

- The Alaska DOT, consulting with the new Fairbanks MPO, will select surface transportation projects (other than National Highway System and bridge projects) within the boundaries of the metropolitan planning area.
- Funding for the surface transportation projects selected on behalf of the Fairbanks MPO will come from an allocation in the STIP.
- With the development of the new STIP for FFY 2006 – 2008 the MPO will prepare it's own TIP.

The new formula for sharing STIP funds with MPOs

The new state transportation regulations (17 AAC 05) guide the department in determining the level of funding to be allocated to the urbanized areas of the state in Anchorage and Fairbanks. Criteria to be considered when making this calculation may include one or more of the following included in 17 AAC 05.150(b):

- (1) *the number of lane miles of existing and proposed highways and roads in each metropolitan planning area as compared to the remainder of the state;*

- (2) *the geometric and functional deficiencies of highways and roads in each metropolitan planning area as compared to the remainder of the state;*
- (3) *the number of miles of sidewalks, trails, and waysides in each metropolitan planning area as compared to the remainder of the state;*
- (4) *the number of vehicle miles traveled or traffic congestion in each metropolitan planning area as compared to the remainder of the state;*
- (5) *the number and severity of traffic accidents in each metropolitan planning area as compared to the remainder of the state;*
- (6) *the capacity of the tax and employment base to contribute local money to the cost of surface transportation within each metropolitan planning area as compared to the remainder of the state;*
- (7) *the population within each metropolitan planning area as compared to the remainder of the state;*
- (8) *the degree of unmet need for new or improved transportation features within each metropolitan planning area as compared to the remainder of the state;*
- (9) *consideration of the unmet needs for minority and low-income population in each metropolitan planning area as compared to the remainder of the state.*

The department circulated a formula for allocating funds to both MPOs using comparisons based on the preceding criteria. This formula used several types of readily available

data to compare the relative need between urban and less developed areas.

With the widely available data, the following five formula factors and relative weights are proposed:

- (10%) Population: All things equal, more people need more lanes and higher class systems
- (40%) Centerline Miles: The existing system is an important investment and must be kept in usable, safe condition.
- (10%) Major Accidents (major injury and fatalities): An indicator of both poor roadway geometry and high intensity of use.
- (20%) Total Accidents: An indicator of both high VMT and system inadequacies.
- (20%) Lane Mile Burden: Based on total lane miles¹ and ratio of lane miles to population. (Recognizes Alaska has vast land area but small population, hence limited tax capacity relative to local system size should not be penalized.)

Using statistics for both boroughs that contain the two MPOs, and data for the remainder of the state, the result is that entire Municipality of Anchorage would garner 27.75% and Fairbanks North Star Borough 10.55%. Both of these borough-wide calculations must be further reduced to account for the smaller geographic footprint within each borough occupied by the MPO boundary. For this final adjustment, population was chosen as the method of division.

¹ In fact centerline equivalents are used for this calculation due to inadequate data concerning lane miles across the entire state.

Applying the MPO allocation formula to Anticipated Federal Funds for 2004 to 2006
(in thousands)

AMATS	2004	2005	2006
Total:	\$44,477.4	\$44,477.4	\$53,343.3
CTP	31,935.5	31,935.5	36,966.6
TRAAK	3,452.5	3,452.5	3,996.4
Flexible	2,589.4	2,589.4	2,997.8
Prev. Maint.	4,000.0*	3,500.0	6,382.5
CMAQ	3,000.0	3,000.0	3,000.0

*Additional funds were made available by not using formula funding for Emergency Repairs in 2004. In the STIP, this is \$4,000.0.

FMATS	2004	2005	2006
Total:	\$18,997.4	\$18,509.9	\$20,815.6
CTP	7,891.8	7,891.8	9,135.1
TRAAK	853.2	853.2	987.6
Flexible	639.9	639.9	740.7
Prev. Maint.	1,500.0	1,500.0	1,577.2
CMAQ	2,000.0	2,000.0	2,000.0
75% of On-going Projects	6,112.5	5,625.0	6,375.0

The above tables are based on predicted funding targets for the various program categories during FFY 2004 – 2006. For each federal fiscal year (FFY) the total of CTP, TRAAK and Flexible funds is multiplied by the derived MPO formula.

As the funding that goes to the MPOs is a percentage of actual federal funds received, these allocations will be adjusted to reflect the final values made available to the state, using the same ratios.

For both MPOs, the allocation formula was also applied to the Flexible 3% portion of the STIP. Additionally, a category of preventative maintenance and CMAQ funds was sub-allocated to both MPOs.

For FMATS additional money was allocated to help the transition covering 75% of the cost of two large on-going projects already begun in that community—University Avenue Widening and Illinois-Barnette & Bridge. Both of these projects are time traps as well.

In addition, both MPOs are eligible for HSIP (highway safety improvement program) funds, and can also compete for statewide CMAQ funds.

Is this allocation equitable?

Outside Alaska, the other 49 states derive funding to the MPOs in their jurisdiction based on a national formula established in federal law. Were this same formula applicable to Alaska (federal law exempts Alaska at present time) the funds allocated to the MPOs would be about 20% of the amount allocated in the formula developed by Alaska DOT.

Another method of comparison is to evaluate the allocations by ratios to population served and existing extent of the road network in each area. By these comparisons, the two MPOs both receive substantially more funding per centerline mile of existing road than the remainder of the state. On a per capita basis, the FMATS MPO is above the remainder of the state, and AMATS receives less on this basis. These comparisons do not include federal funds allocated to the NHS or AHS, nor earmarks and other non-flexible funds such as transit or ferry funding.

Comparison of Average of 2004 & 2005 Federal Formula Funds Allocation by Population and Centerline Mile

Area	\$ Per CL Mile	\$ Per Capita
AMATS	\$32,946	\$172.61
FMATS	\$18,172	\$267.27
Non-MPO	\$11,570	\$215.60

Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) is the application of computers, communications, and sensor technology to the transportation system. Used effectively, ITS opens the door to new ways of understanding, operating, expanding, refining, reconfiguring and using the transportation system. To date, Congress has provided significant earmarks of ITS funds for Alaska.



FHWA final rule/FTA policy on ITS:

On January 8, 2001 the US DOT published two important and related documents in the Federal Register: The FHWA Final Rule on the National ITS Architecture and the FTA’s Policy on the National ITS Architecture. The Rule/Policy implements Section 5206(e) of TEA-21, which requires that all ITS project funded from the Highway Trust Fund be in conformance with the National ITS Architecture and National ITS Standards.

The National ITS Architecture is a common framework that defines the system components, key functions, organizations involved in developing an architecture, and the type of information to be shared between organizations and between parts of the system. Because it’s unlikely that the entire National ITS Architecture would be fully implemented, the

Rule/Policy requires that the National ITS Architecture be used to develop a regional ITS architecture. Currently, the ADOT&PF have implemented a statewide architecture called the *Alaska Iways Architecture Implementation*.

Alaska ITS program: iways

The ADOT&PF adopted *iways* as a user-friendly term for ITS. “I” stands for integration, intelligence, internet and information. “ways” is multi-modal to include air, sea and roadways since Alaska is reliant on all modes of travel.

Iways applications

Following are significant near-term applications in Alaska:

- ◆ Road Weather Information Systems (RWIS): RWIS are road weather sensors along the state highway corridors that maintenance personnel use to determine deicing and snow removal operations. Information is also available to the public for real-time road condition information. The information on this web site has rapidly become one of the most visited.
- ◆ 511 Travel In the Know: Near real-time and real-time travel information is available on the web or by phone. The public can access <http://511.Alaska.gov> on the web or dial 5-1-1 anywhere in the state to get urgent reports, driving conditions, roadwork, ferry arrival/departure information and more.
- ◆ ITS/CVO: Advanced technology is improving commercial vehicle operations (CVO). The Infra-Red Inspection System (IRIS) is a mobile inspection van using optical scanning technology. Inspectors use IRIS to make accurate, on the spot determination of malfunctioning braking systems.
- ◆ Land Mobile Radio Communications (LMRS): Land mobile radios will improve communications among transportation maintenance personnel and other agencies during emergency situations.

- ◆ Homeland Security: Both nationally, and within Alaska, the emerging Homeland Security considerations for transportation safety have focused on ITS applications as an important set of tools for this need. It is likely that several new programs will emerge to blend transportation security and ITS projects.

Fixing the STIP

The public perceives the STIP process as broken

During the public comment period on the pre-draft version of the STIP for 2004 – 2006, many reviewers expressed frustration with the pattern of projects slipping in the STIP. One commenter noted that projects in their community had slipped more than 7 years from the date they were first listed until now. Another specifically asked that there be greater information provided as to why their project was delayed. Staff at Alaska DOT&PF have been frustrated by this unfortunate trend, too. Since the STIP is intended to communicate the priority for transportation investment, and offer communities and others a meaningful statement of project costs and timing, it is fair to say that the STIP is not meeting this expectation.

Part of the problem, undoubtedly, is the complexity of the federal funding rules and accounting that underlie the development of each STIP. The complexity is such that it takes years to fully understand for those who work in the system. The public is either confused

Fixing the STIP process -- to improve it's reliability and fairness -- is a high priority.

We will address the problems with the STIP later this year.

or angry that the process and accounting is so complex and difficult to decipher.

While we cannot expect to eliminate this complexity, we can take steps to make the process more accountable, and bring more clarity to the STIP.

The biggest problems

The problems with the STIP are many but the most significant can be summarized to a few major issues:

- Cost increases of projects require more funding.
- Scope increases that require more funding.
- New projects entering the STIP that bump older projects further back in line.
- Overestimating funding from federal sources.
- New mandates and programs that require money from the STIP.
- The process is cumbersome, untimely and hard to understand.
- Lack of meaningful and consistent communication on STIP changes



Flooding in late 2002 did substantial damage to Kenai Peninsula roads and bridges. Deep Creek Bridge, Sterling Highway.

Cost increases of projects

This is the largest source of project slippage. When a project is first considered little or no engineering has been accomplished. Many different kinds of costs must be evaluated. Soils and geotechnical issues must be assumed. Land prices for any right-of-way and relocation of businesses and residences must be assessed. Utility relocation costs may be required. Finally, an estimate of the construction market, and inflation rates, perhaps several years in the future, must be factored.

Added to this lack of solid information is that construction is subject to unknown or unanticipated costs, even after detailed engineering is accomplished.

Initial cost estimates are prepared with very limited information. The department has gone to a system of project estimating that uses experienced engineers. But they are asked to prepare many estimates, often using limited off-site information, and without in-depth detail or time to consider the many possible cost factors.



The Copper River appears to be modifying its course, threatening the Copper River Highway in the delta area near Cordova. We believe that sand and gravel deposited in the main channel is causing this.

Scope increases in projects

This is harder to track, but is often cited anecdotally as a cause of project cost increases. The source of such scope increases is varied and many. If the grade or alignment of project must be changed, it may require the relocation of utilities or right-of-way purchase. Environmental permits may require mitigation expenses, such as restoring habitat or constructing wetlands. Reviews with local government, required by state and federal law, may lead to additional features being added such as sidewalks, amenities, additional lanes, noise walls, and the like.

Projects with significant cost increases may be automatically delayed, so that they will not bump other projects that did not have significant cost or scope increases. This seems inherently more fair than the current practice of not penalizing projects with significant cost increases.

New projects entering the STIP that bump older projects

Past policy permitted projects to enter the STIP scoring and programming effort at nearly any time. We also have given an advantage to several classes of projects such as sanitation projects which are accelerated to meet the funding schedules of sanitation agencies. There are some good arguments for this policy, and it undoubtedly is viewed with favor for any community who has benefited from this 'open door' to project scoring and jumping ahead of other projects. However, it also has the effect of causing other projects to be delayed repeatedly; especially projects with somewhat mid-level scores.

The STIP bumping policy does give projects higher standing once an approved environmental document has been completed. They are considered grandfathered or baselined. Federal rules also support this policy, as the state must repay the federal portion of costs of a project if it does not proceed to construction within ten years of environmental approval—the "time trap" rule.

Overestimated STIP funding

This is often cited as a cause of project slippage, but the history shows that prior to 2002 it was a lesser problem than many of the other causes. More recently, the STIP contained very optimistic estimates of federal funding, and predicted some earmarks and discretionary funds that were highly unlikely. The net result is an over-programmed STIP that is bound to have many projects delayed thus adding to the frustration of project proponents.

As discussed herein, the department is now using much more cautious estimates of likely STIP funds in order to counteract this problem. However, with reauthorization of a new national transportation act still incomplete, and decreases in highway fuel tax receipts, even these cautious estimates may be optimistic.

New mandates and programs that use money from the STIP

Increasingly, the funds available to the STIP are applied to non-construction purposes. Some are driven by federal mandates such as management systems for pavement and bridges. Another federal mandate is the use of electronic scales to weigh trucks while traveling at highway speeds. The needs for investment in Homeland Security are just beginning to be felt in the STIP. Though many agree that these investments are beneficial and perhaps essential, they continue to extract an ever-growing share of STIP funds, leaving the basic road construction program with less funding.

The use of STIP funds for maintenance and operations

Historically, the use of federal funds for maintenance and operations was prohibited. Each state was to use their federal-aid for constructing and improving roads and highways, but all costs associated with maintaining and operating the highway system was ineligible for federal-aid

funding. The rules have gradually changed, such that many major maintenance activities are now eligible.

This new eligibility has become increasingly important given the decreasing state funds in the maintenance and operations budgets. Many activities such as pavement preservation, lane striping, and sign replacement are now done with federal-aid.

Operations have also long been a prohibited cost activity under federal-aid rules. Plowing snow, electricity costs for streetlights and traffic signals, and managing the highway network was considered a cost that must be paid with funds other than federal-aid. Here too, the rules have evolved, slowly, such that some operating costs are now eligible. The operation of the Whittier Tunnel is eligible as it meets a new rule permitting federal-aid to be applied to certain operating systems. Travel information systems are also now an eligible cost.

Though important to the safe maintenance and operations of the highway system, using federal funds for these various activities subtract from the funding available for road and highway improvements.

Communicating the STIP in a meaningful and consistent manner

Tracking a project, especially after a new STIP, or major amendment, is very difficult. The public is expected to “find” the same project, even though it may have slipped several years (even had a name or scope change). Little explanation is given when a project slips back. We hope to improve upon this with a public web page that is linked to the department database that tracks project progress. In this final draft of the STIP is a section identifying schedule changes and the basis for these changes.

Future improvements to the STIP

After completion of the 2004- 2006 STIP the department will take up several changes to the rules that govern the STIP. This is necessary to meet new federal regulations governing the STIP process, and to address the shortcomings noted. It was not possible to make dramatic changes to this STIP for 2004 to 2006 as it is already in progress and much of the process is established in regulation. Since further delay on STIP preparation would jeopardize the state's ability to use federal funds for needed transportation, this is the most practical course of action.

Amending the STIP and project selection criteria

The STIP is very much a living document, even after receiving final approval. Amendments to the STIP are governed by the department's regulations (17 AAC 05.120 - 990). Most major amendments require public notice and comment periods. Minor amendments are not subject to public notice and review. Both minor and major amendments are reviewed and approved by federal agencies before they take affect.

The department maintains a list of both minor and major amendments to the STIP, pending and final, on our World Wide Web home page. When an amendment is proposed and then approved, it is included at this web address URL: http://www.dot.state.ak.us/stwdplng/cip_stip/stip04_06.html

Questions can also be directed to regional or statewide planning offices in Anchorage, Fairbanks or Juneau (see inside front cover for contact information).

Amendments to the project selection criteria are considered through a public process at the outset of each new STIP. The first step in the creation of the next new STIP will be a review and possible amendment of the project selection criteria.

Identifying STIP funding resources

The STIP must be fiscally constrained based upon an analysis of all likely funding sources available to transportation agencies within the state. This effort is an art, and not a science, as much of the future funding picture is determined by such factors as the nation's economic performance, and the outcome of future budgetary decisions at the national and state level. Once funding levels are established, we then allocate these funds across the several programs, and these become the target levels for placing projects in the STIP.

Establishing anticipated funding levels

One of the key elements of the STIP is the federal requirement that it must be based on anticipated funding for transportation from all sources.



Frost heaves on a state road in permafrost terrain. In recent years, frost heave damage has increased, adding to annual backlog of basic repair work.

**Estimates of Surface Transportation Formula
Funding Used in STIP Preparation
2004 – 2006
(in millions)**

Year	2004	2005	2006
NHS	\$131.1	\$132.0	\$138.2
AHS	18.3	17.7	21.9
CTP	50.2	52.0	69.1
TRAAK	5.3	5.1	6.8
SHAKWAK			
MPOs	64.3	59.4	67.8
Federally Required	42.1	41.5	40.2
Preventive Maintenance	28.7	32.3	38.0
Total Available	\$340.0	\$340.0	\$382.0

All values in millions of dollars including federal-aid and match required.

FFY 2007-2009 have been omitted from the STIP because of the extreme uncertainty in funding even in FFY 2004-2006.

Surface transportation funding sources

Funding available to the state comes from several funding agencies, most notably the Federal Highway Administration and Federal Transit Administration. The state receives several categories of funding from each of these agencies. Each category has distinctive rules for project eligibility, match ratios, and other programming factors. The following descriptions address the most significant of these categories, called apportionments.

Tentative apportionment designations are identified for proposed projects. These apportionment assignments are estimates and are subject to change. The alpha abbreviations shown in parentheses are used in the STIP project tables to identify the apportionment planned for funding each project. The following paragraphs describe these apportionment

categories, eligible project types, their apportionment code and the ratio of federal funds.

Interstate Maintenance (IM) – Funds used for resurfacing, restoration, rehabilitation and reconstruction of the Interstate Highway System. The federal funds ratio is 93.4% (i.e., 93.4% of the eligible project cost is paid for by federal funds and the remaining 6.6% is paid for by state matching funds.)

State Planning and Research (PLNG) – These funds are designated for the mandatory planning and research tasks the department undertakes including preparation of the Statewide Transportation Plan (SwTP) and State Transportation Improvement Program (STIP), statistical measurements of the transportation system (traffic volumes, pavement condition, accident locations, causes and severity, and physical characteristics of roads and highways), mapping, management systems, engineering and economic studies and applied research. The federal funds ratio is 80%.

Metropolitan Planning (URPL) – In Alaska, these funds can be used in any urban area within the state. Planning processes and special planning studies are eligible activities within this program. The federal funds ratio is 90.97%.

National Highway System (NHS) – A system of highways considered most important to interstate travel, national defense, connection with other modes of transportation, and are essential to international commerce. The system includes the current interstate highways and much of the old primary system. Federal law designated Alaska’s final system of NHS routes in December 1995. Currently 2,100 miles of highway and 1,900 miles of ferry routes, including designated terminals and all vessels of the Alaska Marine Highway System are eligible for NHS funding. The federal funds ratio varies and is

either 93.4% if spent on an interstate route, or otherwise, 90.97%.

Congestion Mitigation/Air Quality (CMAQ) – These funds are for projects that can be proven to reduce traffic congestion and/or improve air quality in federal-designated nonattainment areas. Projects such as park and ride lots, transit bus replacement, vehicle inspection and maintenance program improvements, signal coordination, ride-sharing and paving for dust control, qualify for these funds. Carbon monoxide-related projects have priority over airborne dust related projects under the rules applicable to this apportionment. The federal funds ratio varies and is either 90.97% or 100% depending upon the specific category of work.

GARVEE – Grant Anticipation Revenue Vehicle – State bonds which may be repaid with future federal funds and state match.

Safety Sanction (SA402) – This special category of safety funds address highway hazard eliminations similar to *Safety (SA)* below, 100% federal.

Safety (SA) – Safety projects include hazard elimination, railroad crossing, and railroad protective devices. In order to qualify, the project must be identified through the Highway Safety Improvement Program, which seeks to identify hazardous locations throughout the state based on accident histories. The federal funds ratio varies and is either 90% or 100% depending upon the specific category of work.

Transportation Enhancements (TE) – Transportation enhancement funds nontraditional transportation projects such as bicycle paths, waysides and ADA amenities. The federal funds ratio is 90.97%. Transportation enhancement activities are defined as: “with respect to any project or the area to be

served by the project, any of the following activities if such activity relates to surface transportation:

1. *Provision of facilities for pedestrians and bicycles;*
2. *Provision of safety and educational activities for pedestrians and bicyclists;*
3. *Acquisition of scenic easements and scenic or historic sites;*
4. *Scenic or historic highway programs (including the provision of tourist and welcome center facilities;*
5. *Landscaping and other scenic beautification;*
6. *Historic preservation;*
7. *Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals);*
8. *Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails);*
9. *Control and removal of outdoor advertising*
10. *Archaeological planning and research*
11. *Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality which maintain habitat connectivity; and*
12. *Establishment of transportation museums.*

Surface Transportation Program (STP) – Based upon a specific clause found in the ISTEA legislation, these funds may be spent on any public road in Alaska, regardless of classification. The funds may be used on projects ranging from new construction to resurfacing, and may also be used for transit projects. The federal funds ratio varies, typically 93.4% if spent on interstate routes or 90.97% otherwise. (For

simplicity, we include in this category, other federal-aid highway program funds that have equal flexibility, such as Minimum Guarantee.)

Scenic Byways – This is a small category designated for planning, design and development of scenic byways programs on existing highways. The funds Alaska receives under this program are based on successful competition with applicants nationwide. The federal funds ratio is 80%.

Recreational Trails Program (RTP) – This funding category is intended to develop and maintain recreational trails and trail related facilities for both non-motorized and motorized recreational trail uses. This program is administered by the Department of Natural Resources. The federal funds ratio is 80% maximum.

Ferry Boat Discretionary Funds (FBD) – Each year, the Federal Highway Administration receives applications from states for the nationwide allocation of Ferry Boat Discretionary funds. Projects must be for the construction or improvements to ferryboats or ferry terminal facilities on National Highway System routes. Funds are available only in the year approved. Alaska does not presently anticipate funding from this source (because of the earmarked funding described below), but we routinely apply for these funds. The federal funds ratio is 80%.

Ferry Boat Discretionary Funds –Alaska Earmark (FBDA) – TEA-21, Section 1207 set aside \$10 million annually for capital projects on the Alaska Marine Highway System as described in the above category. The Federal funds ratio is 80%.

High Priority (HIPRI) – In TEA-21, Section 1602, Congress earmarked funds for over 1,800 projects in many states. Alaska received over \$68 million for sixteen projects. These

funds are not available for other projects. The federal share is 80%.

Bridge Replacement (BR) – These funds are available for deficient highway bridges eligible for replacement or rehabilitation and must be over waterways, other topographical barriers, other highways or railroads. They must also be significantly important and unsafe because of structural deficiencies, physical deterioration, or functional obsolescence. The federal share is 80%.

Bridge Discretionary Program (BDP) – This is a nationwide competitive program for rehabilitation or replacement of bridges that more than \$10 million. The bridges must be on a federal-aid highway. The federal share is 80%.

Earmark (EMRK) – This is a federal earmark that has already been made in an identified appropriations bill. Such funds have been allocated to a specific project and can only be used for that project. The match ratio is determined by the host program or category.

Future Earmark (FERMK) –Future federal earmarks funds anticipated for specific projects. These funds are speculative, but reasonably anticipated. If not received, the project would not be automatically eligible for other STIP funds. The match ratio is determined by the host program or category.

Intelligent Transportation Systems (ITS) – These funds are available for the implementation, integration, and interoperability and operation of the states iways or ITS program. The federal funds ratio is 80%.

National Corridor Planning and Development Program and Coordinated Border Infrastructure Program (CORBOR) – Funding available for coordinated planning, design, and construction of high priority corridors and other significant corridors for the movement of freight and to improve the safe

movement of people and goods at or across the border between the United States and Canada and the border between the United States and Mexico.. The federal ratio is 90.97%.

Shakwak (SHAK) –is a special category of funds that may be used for the reconstruction of the Haines Highway and for the vessels and terminals of the Alaska Marine Highway System. The federal share is 100%.

Transportation and Community and System Preservation (TCSP) – a comprehensive initiative of research and grants to investigate the relationships between transportation and community and system preservation and private sector-based initiatives. The federal share is 100%.

Federal Lands Highway Program – Other federal surface transportation funding programs, not generally allocated to the states, include the Park Roads and Parkways, Forest Highways, and Indian Reservation Roads. In addition, there is a competitive program called Public Lands Discretionary funding which the state does often apply for. The list of projects funded from this source must be included in the STIP. The federal funds ratio is 100%. The individual programs are described below:

- *Park Roads and Parkways* – planning, research, engineering, and construction of the highways, roads, and parkways, or of transit facilities within national parks.
- *Forest Highways (FH)* – planning, research, engineering, and construction of the highways, roads, and parkways, or of transit facilities within forestlands. These funds may be seen in conjunction with projects on Prince of Wales Island.

- *Indian Reservation Roads (IRR)* – transportation planning, research, engineering, and construction of the highways, roads, and parkways, or of transit facilities within Indian reservations.
- *Public Lands Discretionary Funds (PLD)* – This is a nationwide competitive program. Eligible projects are on roads that are in or adjacent to federal lands. Most of the projects will be found in the Alaska Highway System. The federal share is 100%.

Transit funding sources (Federal Transit Administration)
Job Access and Reverse Commute Program (TEA-21 Section 3037) – Grants for access to jobs and reverse commute projects. Funds would be apportioned based on a formula taking into account the number of low-income people in the State. The federal share is between 50% and 80%. These funds are available for the year of apportionment plus two more years.

Capital Program (5309) – This funding provides capital assistance for fixed guideway modernization, construction and extension of new fixed guideway systems, and bus and bus-related equipment and construction projects. Urbanized and non-urbanized areas are eligible to receive these funds. Some of the funds are available on a competitive basis for buses and bus related facilities. Eligible applicants for these funds are states and local public bodies. Fixed Guideway funds are available for the year of apportionment plus three more years. Bus and Bus-related Equipment funds are available for the year of apportionment plus two additional years.

Alaska and Hawaii Ferries and Terminal Facilities (TRANS) – In TEA-21, Congress set aside \$10.4 million of the Capital Program funds annually for capital improvements on Alaska and Hawaii ferry systems. These funds come from the New Start section of the

5309 program. The two states split the funds. The federal ratio is 80%. These funds are available for the year of apportionment plus two more years.

Elderly and Persons with Disabilities Program (5310) – This program consists of grants to nonprofit organizations for the purchase of vehicles and related equipment. These vehicles will be used to transport the elderly and persons with disabilities. The Alaska Department of Transportation and Public Facilities established a committee to review the projects submitted to use these funds. DOT&PF applies to FTA for approval of projects. The federal funds ratio is 80%. These funds are available for the year of apportionment only.

Nonurbanized Area Formula Program (5311) -- This program provides funding to enhance the public transportation in rural and small urban areas. It also assists in the maintenance, development, improvement, and use of public transportation systems. The Rural Transit Assistance Program (RTAP) is a component of this program that provides training and technical assistance to transit operators. The federal funds ratio is 80% for capital projects and up to 50% for operating assistance. These funds are available for the year of apportionment plus two more years.

Federal highway funds are used for some transit projects. These projects are selected using scoring criteria for transit projects in the CTP program. Transit projects funded in this manner are included in the STIP project detail in the Community Transportation Program project table. The federal funds ratio is 90.97%.

2004-2006 STIP public comment

The Alaska DOT&PF, after review of the public record in accord with 17 AAC 05.180 (b) adopts the final Statewide Transportation Improvement Program (STIP). Specifically, this action adjusts the Draft STIP 2004 –2006 published on August 15, 2003.

Input to the preparation of the final 2004 – 2006 STIP

During the comment period on the Draft STIP for 2004 to 2006, which ran from August 18 to September 19, 2003 many comments were received from all across the state. In addition to the request for written comment, the department held informational meetings on the draft STIP in several larger communities across the state.

We received 126 comments in the docket on the draft STIP. These were from local governments, civic advocacy or business groups, Metropolitan Planning Organizations (MPOs), members of the Alaska Legislature, state and federal officials, tribal governments, regional and village corporations, special purpose local agencies, private citizens and corporations. The makeup of commenters is in the chart below, followed by a general discussion of their comments.

The full text of each comment received can be inspected over the Internet by using the URL:

http://www.dot.state.ak.us/stwdplng/cip_stip/stip04_06publiccomments.html

Organization Types Commenting on draft STIP

Type of Organization	Number	% of Commenters
Local government or MPO	50	40%
DOT&PF official	20	16%
State or Federal official	20	16%
Civic, advocacy, or business group	13	10%
Individual	8	6%
Tribal government or nonprofit	7	6%
Tourism interest group	3	2%
Village Corporation	3	2%
Environmental group	2	2%

The Alaska DOT&PF carefully analyzed all comments to the docket concerning the draft STIP for 2004 to 2006 in formulating the final STIP. Where possible, we have made adjustments to the 2004-2006 STIP that strike a balance considering the several public interests involved. Following is a breakdown of the public comments received based on the major themes or topics that were raised in the letters, faxes and emails received.

Major Themes of STIP Comments

Topic or Theme	Number	% of Major Comments	% of Commenters
Concern for project delay	72	35%	57%
Insufficient funding or equity in the allocation of funding	48	23%	38%
Local match policy	33	16%	26%
Administrative or technical issue	26	13%	21%
Safety concern	19	9%	15%
New project requested	9	4%	7%

Concern for project delays

This was the single largest focus of comments, that the delay of important projects must be reversed or otherwise adjusted. This issue was raised in more than half of the comments received.

This has been the most difficult issue to effectively provide a response. The latest estimate of available federal revenue to support the STIP is based on a level of federal-aid revenue far less than the earlier estimates made in the summer of 2002. This reduced level of revenue was not realized until March 2003, when the appropriations bill for Federal Fiscal Year 2003 was finalized. Since then, the department has been carefully watching the legislative process of TEA-21 reauthorization.

The federal regulations governing the STIP require that it be fiscally constrained, meaning we must balance the list of projects against the most likely level of federal funding. Moreover, it is inappropriate to provide a STIP that is not balanced, as it over-promises what can be reasonably delivered. Projects are inevitably postponed because of this practice, even though they may be listed in an approved STIP.

Many comments on the STIP process have criticized the department for over-programming the STIP. The department believes it necessary to publish a STIP that is based on reasonably foreseeable level of federal revenue, even if it requires adjusting the STIP so that a large number of projects are postponed.

The likely level of federal funding is difficult to predict, as there is no reauthorization of the federal transportation program (which expired on September 30, 2003). As the final STIP is

being prepared for publication, Congress completed a short-term legislation that extends TEA-21 for five months (until February 29, 2004). The continuation bill for the first five months of FFY 2004 authorizes the same level of funding as received in FFY 2003, prorated to the five-month time period. In other words, the state will receive 5/12's of the funds received in FFY 2003 for the first five months of FFY 2004. Federal legislation must be enacted for the remainder of FFY 2004 and future years.

The reduction in funding from the estimate made in late 2002 is so large that many projects have been delayed one or two years. This is unavoidable unless a larger level of federal funds is ultimately allocated to Alaska.

Insufficient funding or equity in the allocation of funds

Another major theme in the letters and other correspondence received focused on the reduction in total expected funding, or the issue of equity in the allocation of STIP funds. In many cases, the commenter believes his or her region, city or area is being under-funded, while other areas are over-funded. These comments split along many different lines, including rural versus urban, region versus region, ferries and terminals versus highways, designated MPOs (AMATS & FMATS) versus other non-metropolitan communities, high level roads versus local roads and meeting urban capacity needs versus basic pioneer access.

Many writers cite accident data, economic factors, historical trends and similar fact-based arguments to stress the need to reallocate funding from another area of the state to their projects. Emotional pleas are often made as well, addressing concerns for safety, health and future economic opportunity.

Achieving equity in the distribution of funds is perhaps the most difficult task the department faces. There is a large

backlog of transportation requests, both designed and ready to start, that simply dwarfs the scarce transportation funds available. The current shortfall between funds available in any year and the total level of funding sought for desired projects is considerable. It may be as high as 50 to 1. In this situation, most project sponsors are unwilling to wait even a few years for they understand that new project requests will continue to come forward. Many writers have noted that their projects have been waiting for years to get underway. This great difference between many worthy projects vying for the limited funds is the root of these equity concerns. Even with a perfect allocation method, the vast majority of eligible projects would remain unfunded.

Changes to address equity concerns were made in two important areas. First, the impact of finishing two large time-trap projects in the new FMATS metropolitan area was funded in a way that additional project funding delays to non-metropolitan communities did not occur. Second, the large reduction in NHS project investment in Central Region was offset by additional funds. The source of funds to address both concerns came from delaying the reimbursement of state funds expended on Emergency Relief projects. This amounts to approximately \$45 million that is to be used to address these two major STIP concerns.

Should additional funds become available after the Congress finishes the reauthorization of TEA-21, it may be possible to accelerate some projects that are now delayed in the STIP. But without greater information concerning future funding levels, the caution taken in estimating STIP funding levels is necessary to avoid the problems of over-promising that have plagued the STIP for many years.

MPO allocation formula for AMATS and FMATS

This issue is a subset of the overall equity issue discussed above. The allocation of funds for MPOs (metropolitan planning organizations) is viewed differently between metropolitan and non-metropolitan communities. One non-metropolitan community expressed the opinion that the formula used in Alaska should not exceed the formula set in federal law (the same federal law exempts Alaska and Hawaii from the national formula). Another non-metropolitan community felt the reliance on miles of road and accidents does not fairly consider communities that still lack an established road network.

In contrast, the communities that comprise the two MPOs are equally adamant that their needs are underserved in the STIP and that they have considerable highway needs that justify a larger share of the funds.

The department made a minor adjustment to the formula, increasing the allocation to metropolitan areas in FFY 2004 and 2005. The MPO allocation was adjusted to apply to 44% of the STIP funds rather than the earlier level of 41%. This raised the MPO share by about 7% from the first formula published in November 2002.

The MPO formula will be reconsidered at the time the STIP for FFY 2006-2008 is developed.

Use of STIP funds for Emergency Repair (ER) and Time Traps

This too is a subset of the overall equity issue in allocating STIP funds. One commenter asked why the state must use normal STIP funds to accomplish work on emergencies, wondering if there were any other strategies. The time trap situation generated several comments ranging from support to working on long delayed projects to anger that the state was

delaying other projects in order to accelerate the time trap projects.

With regard to the time trap project list, the state had about 60 projects underway that are classified as time traps by the Federal Highway Administration (FHWA). Under their statutes, the state is normally expected to take these projects to construction, or repay the federal share of work spent to date if the project is not constructed. Through ongoing negotiations with FHWA, the department hopes to narrow the time trap list down to about 25 projects. If approved by the federal agency, this means the FHWA will not require repayment on more than 30 of the time trap projects on the original list. Of the remaining time trap projects, we have proposed a schedule that will see them completed over the course of the next several years.

The requested resolution of time traps will delay other projects in the STIP, but the annual impact is far less than it would have been. Further, many of the time trap projects being completed are valuable improvements to the state's transportation system.

Several of the time trap projects are in the new FMATS boundary. The draft TIP developed in conjunction with FMATS will complete these time traps over a several year schedule.

A complete listing of time trap projects and the proposed resolution with FHWA can be seen at this URL:
http://www.dot.state.ak.us/stwdplng/cip_stip/assets/04_06stip/final_timetrapiist2.pdf

Local Match Policy

About one-quarter of the responses mentioned the local match policy change described in the STIP. Almost universally, respondents who mentioned the new match policy felt it was unreasonable to ask local governments to take on a larger

share of the cost of transportation. Only a handful of the comments on the match policy were supportive of the idea of local government being required to pay part of the costs of match.

Some local officials mentioned tax caps that would prevent their community raising the additional tax receipts to pay for a local match share. Others mentioned the general decline in state support for local government that has shifted the burden on a wide range of local programs.

Despite these strong sentiments, the department must adopt some form of match sharing or face the prospect of having too few match dollars to fully utilize all federal funds available. The state budget situation for state fiscal year 2004 required new revenue measures or else budget cuts such as the match funds were fiscally necessary. An attempt will be made in the SFY 2005 budget to adopt new revenue measures such as an increase in state gas taxes. Without an increase in revenue, the sharing of match between state and local sources will remain necessary, and perhaps an even greater shift to local sources may be required.

Several comments concerning the local match policy addressed the need for more consideration in the development of the policy and any potential impacts on local agencies.

One community, recognizing that the state has scored projects higher depending on the level of local match provided, offered up to 60% of the project cost as a local match contribution.

Given that the reduction in match funds for 2004 has already been made, the department has no immediate recourse but to implement a match sharing policy. To maximize the benefits of the limited state-provided match, the idea of favoring those functional class routes that serve more important travel

purposes has been adopted. This means that roads and other features that primarily serve a local function will carry a greater burden of local match while the state will continue to provide some or all of the match on roads with a higher functional classification.

Since roads functionally classed as “local roads” and “minor collectors” prior to 1991 were not eligible for federal-aid reimbursement, the burden of providing about 10% of the costs of such improvements remains a very favorable circumstance. Throughout the United States, only Alaska is eligible to use federal-aid highway funds for roads that primarily serve a local interest. Such a federal contribution to local transportation needs is done only in Alaska.

For a better understanding of the functional classification system for transportation see this URL:

http://www.dot.state.ak.us/stwdplng/cip_stip/assets/04_06stip/functional_class2.pdf

Requiring matching funds from local governments is also very consistent with other federal-aid programs that the state administers such as transit, harbors and aviation, as well as state-funded programs such as school construction

One minor adjustment to the match policy will be made to include both AHS (Alaska Highway System) and NHS (National Highway System) routes as eligible for state provided match. Both categories of highways serve broader purpose than simply local transportation. As such, when projects not owned by the state on these two systems are undertaken, they should remain eligible for state match.

Another minor change to the match policy is in the area of Congestion Mitigation/Air Quality funds. Where a project using these funds is serving to help a community to meet attainment or maintain attainment of a air quality standard in a federally-

designated non-attainment area, the department will provide the matching funds.

For communities with no practical means to meet the match requirement either with cash or some form of in-kind donation, the department will adopt an appeal provision to review the local match required on a case-by-case basis, considering factors such as: benefits to the state, the community's financial resources, project size and other considerations.

Reduction to the TRAAK Program

The TRAAK program was doubly affected by the changes in funding. First, like all programs, it was affected by the reduced estimate of federal funds. Additionally, it was further reduced because of a new law passed in 2003 that reduced the TRAAK program from 8% to 4% of the STIP program. This legislation further requires reducing the program to 2% by 2007.

Now, there are more TRAAK projects in design than there are funds to support construction. The department has estimated it will take several years, perhaps to the end of the decade, before the TRAAK program will have room for new project starts. Many projects ready for construction will be delayed three to six years before they can be authorized for construction bidding.

The level of support for the TRAAK program is considerable, with many letters supporting projects that were delayed in the draft STIP because of the funding changes. The delay of a trail project in Dillingham resulted in a large number of postcards being sent in support of the project, and a community photo being sent of a rally for the project. In Tok, a proposed visitor center that would also establish a community meeting facility was widely applauded as an important local project. Several Department of Natural Resources waysides

that are ready for construction along state highways have also been delayed by the reduction in funding levels.

The TRAAK program reduction is a matter of state law, thus the department has no choice but to limit funds to this program in accordance with the new reduced limit. The department will consider working with project sponsors to reduce the scope of several projects so that they may be completed with smaller budgets. In addition, the department will consider capping the maximum size of TRAAK projects. As it now stands, many requested TRAAK projects would require more funds than the entire annual allocation available to this program.

Non-metropolitan Consultation Rule

Several respondents made comments on the non-metropolitan consultation rule, which the department must adopt by early 2004. The draft STIP meant to communicate this new requirement, but we will not take action on this requirement until a later date, after additional public involvement on the issue. Comments made in the draft STIP 2004-2006 public record on this issue will be kept until this issue is ripe for consideration.

Safety concerns

Safety is often cited as a key justification for projects requested in the STIP. Some communities request roadside sidewalks and bike trails to eliminate the potential vehicle-pedestrian and vehicle-bicyclist conflicts. Another community noted that due to a deficient bridge, emergency vehicles couldn't reach their local small boat harbor where boat fires have occurred and emergency medical evacuations often are transferred. In areas of high traffic volume, rising accident rates were cited as justification for accelerating a major project.

The department believes that safety is a major consideration in selecting and designing transportation projects. Accident data is kept in detail so that the department may identify accident hot spots and focus attention on problem locations. Each regional office maintains a group of traffic safety engineers who study traffic safety issues and make project recommendations.

Additionally, in scoring projects, safety is a major factor in the evaluation of competing project applications. Likewise, the MPO formula used to allocate funds to both MPOs (AMATS and FMATS) considers traffic accident history in allocating funds. Even the preventative maintenance program focuses on repaving roads with heavy rutting, which can be a contributing factor to accidents.

While safety is and will remain a concern in allocating transportation funding, more than 85% of accidents are the result of factors unrelated to the condition or the nature of the roadway. Driver behavior, especially driving while under the influence of alcohol or drugs and aggressive driving dominate the causes of accidents in Alaska.

Length of Public Comment period

This was one of the most often cited issues concerning the process used in the preparation of the STIP. Many letters noted the comment period was insufficient for them to compile their comments and asked the department to extend the comment period. The public comment period on the draft STIP was set for 30 days, the legally required minimum (17 AAC 05.180 (a)).

While legally sufficient, the department has generally attempted to offer longer comment periods on previous STIP drafts. The circumstances surrounding the reauthorization of

TEA-21 have prevented the extension of the public comment period.

As we watched the reauthorization process during much of 2003 the lack of clear direction on reauthorization made the writing of the STIP very difficult. Without a clear knowledge of future funding levels, it is difficult to gauge the proper funding targets to use in listing projects year-by-year.

By August, it was increasingly clear there would be no timely answers to reauthorization and the start of the new federal fiscal year (October 1, 2003) meant the prior STIP would expire. Without a new STIP, approved by the federal agencies, no project could be started, or new phase started. To provide program continuity, it is necessary to finish the STIP. Without this action the federal-aid highway program would be on hold.

We continue to believe that longer public comment periods are important and will attempt to provide them in future review periods. The uncertainty of TEA-21 reauthorization has made this STIP follow an atypical timeline.

Alaska's Transportation Priorities

This section contains a ranked list of priority projects that serve industrial development and community access. It communicates the "big picture" regardless of funding source or project timelines.

The Governor is committed to increased access for communities and industry in support of economic development. While a number of his priorities are included in this STIP document, there are also opportunities outside of the

federal-aid highway program, to make this happen. In the FY 2004 capital budget, the legislature appropriated funding for Community Access Roads and Industrial Access Roads. These funds are already at work on a number of key projects. The voter-approved GARVEE and GO bond projects are also being used to accomplish important projects that fulfill the goal of improving Alaska's economy through selective road development that accesses communities and resource development. In addition, there are a number of the priority transportation projects in this STIP.

Some of these projects are now in progress with active engineering and environmental permitting underway. Others are less well defined, and will need to receive funding before engineering and pre-construction work can begin. The following tables provide a comprehensive "snapshot" of these transportation priorities, regardless of funding mechanism or the level of project activity.

During engineering design and pre-construction review, roads that will enable industrial development may be designed to higher standards, especially with regard to design vehicles and bridge crossings. Industrial roads are often designed to haul heavy loads, large modules and other purposes, which a purely community access road would not need to accommodate.

The projects are divided into the two primary groups: Community Access Roads and Industrial Access Roads. Many of these projects could have been placed in either grouping. Roads often serve both purposes: enabling community access and opening of the country to resource and industrial development. There is no significant distinction between these two categories, other than an indication of the road's primary purpose.

Within the two categories, the projects are listed by priority rank. The ranking uses two ratings, alphabetically and numeric. The alphabetical ranking (A or B) applies to the large mega-projects that in most cases are too significant in scope and cost to be funded from the STIP's normal annual flow of federal formula funds. The numeric ranking (1, 2 or 3) applies to projects of such a scale and dollar value that they can be accomplished with STIP, bond, or other more traditional fund sources.

While two projects may both have the highest priority, one with a ranking of "A", the other "1," they will likely be funded from different sources and thus may progress on schedules determined by the availability of different funding types.

The priority ranking system used for the following tables is defined as follow:

Projects of scope and scale that STIP, bond or other routine funding sources can be applied:

1. Highest priority for completion, may be underway
2. Medium priority, reconnaissance engineering may be started or completed.
3. Long-term priority, following completion of Rank 1 & 2 projects.

Projects of scope and scale that largely exceed the capacity of the STIP or routine funding sources to accomplish:

- A. Highest priority for Congressional earmarks and other non-routine funding sources.
- B. Others to be considered for alternate financing.

The following lists of projects are subject to further refinement, additions, completions and other changes. We intend to follow up with further documentation of the progress made in accomplishing and refining these priorities.

Alaska's Priority Industrial Access Projects					
Rank	Project Name	Scope and Purpose	Funding	Schedule	Comments
1	Williamsport to Pile Bay	Rehabilitate and widen the 15.5 mile gravel surface haul road connecting lower Cook Inlet at Williamsport with the Interior of Southwest Alaska at Iliamna Lake.	Project cost estimated at \$20.7 million. PD&E funding secured from STIP in 04 for \$1.6 million. STIP : \$1.6 million Future Earmark: \$19.1 million	Phase 2 (04 & 06) Phase 3 (07) Phase 7 (09) Phase 4 (09)	Project will provide improved link from Cook Inlet to Bristol Bay. Minor rehabilitation occurred in 2002 and 2003.
1	Crooked Creek Road (Donlin Creek)	Construct a road from the area near Crooked Creek Village on the Kuskokwim River to the resource area near Donlin Creek.	\$4 million in GO funds. \$1.5 million obligated for preliminary design. Northern Region estimates construction to cost \$5 to \$20 million. STIP: \$0 GO: \$4 million Other: \$5-\$20	Project initiated - \$1.5 million for environmental and design. Construction slated for 2007.	A state-funded project through design.
1	Shepard Point Road and Port	Construct a 5.4-mile road from Cordova to a new deepwater port site at Shepard Point.	Funding sources include \$11 million Oil Spill Settlement money. \$4,548,500 in federal STIP funding has been requested. Eyak Corporation is contributing the ROW for this project.	The project is expected to be ready for construction in 2006.	The project is being developed by the Native Village of Eyak in conjunction with BIA. It will provide deep draft vessel moorage for cruise ships, mainline fuel barges, oil spill response vessels and equipment and log transfer facilities.
1	Glacier Creek Road	Realign and reconstruct approximately 5 miles of road to provide improved access to resource and recreation areas.	STIP funding: Project cost estimate is \$7 million.	The project is currently in Design; construction is expected in 2004.	The route will provide safe access to mining and recreational areas.

Alaska's Priority Industrial Access Projects

Rank	Project Name	Scope and Purpose	Funding	Schedule	Comments
2	Kennicott-McCarthy Road	Reconstruct the existing 60-mile road from Chitina to McCarthy. This is a major regional access route that links to McCarthy, Kennicott and Wrangell-St. Elias National Park.	STIP funding: EIS preparation is funded. \$2 million for design of the first segment is in the STIP for 2007. Construction is estimated at \$120 million.	The EIS is expected to be complete in 2006 with funding for design of the first segment in the STIP for 2007.	The project is proceeding as a phased plan to improve the 60-mile corridor.
A	Alaska Peninsula Road	Extend road from Naknek to Chignik, to serve O&G industry, fishing, and tourism.	O&G Lease receipts; possible federal-aid on segments. SW plan estimates \$367 million (does not include Chignik Intervillage Road or Bridge between Naknek and South Naknek). STIP \$: 0 GF: will request \$1.7 million Other: \$367 million	Resource Transportation Analysis anticipated to begin in FY 04 and to take around 18 months to complete. Requires close coordination with DNR O&G lease process.	This project is not in the STIP. Will require GF funds for transportation analysis to further define cost, scope, and schedule.
A	Pogo Mine Access Road	Construct a 50-mile road from the Richardson Highway to the Pogo Mine site. The road will use the Shaw Creek Road as its starting point.	Teck-Pogo is funding the project.	Construction is expected in 2005.	Project is developed by Teck-Pogo. DOT participates in an advisory capacity as part of the DNR Large Mine Project Review Team.
A	North Slope Oilfield Connector Roads & Colville River Bridge	Improves access to National Petroleum Reserve-Alaska. The project also provides access to Brooks Range foothills oil/gas leases and oil/gas leases between the Dalton Highway and the Colville River.	Planning stage funding was provided as part of the department's Northwest Alaska Transportation Plan	Project will move to design in early 2004.	This project is important for expeditious development of North Slope oil and gas resources.

Alaska's Priority Industrial Access Projects					
Rank	Project Name	Scope and Purpose	Funding	Schedule	Comments
A	DeLong Mountain Terminal Port Access	Construct a deep water port near the DeLong Mountain Terminal to provide improved fuel and freight transfers to area villages.	Estimated construction cost is \$40 million. Funding is not yet identified.	Corps of Engineers EIS is underway.	Deep water port access will reduce transportation costs in the area. AIDEA is managing the project.
B	Nenana-Totchaket Access	Construct a 25-mile network off the Parks Highway west of Nenana and south of the Tanana River to access a large area of State-owned and Native Corporation lands.	Funding has not been identified. Cost is approximately \$50 million.	DNR prepared conceptual plans and estimates in 1981.	DNR identified this area for potential agricultural lands. The Togetele Native Corp. wants to access timber resources. The project can facilitate exploration and development of the Nenana Basin Oil & Gas leases.
B	North Denali Access	Evaluate the feasibility of constructing a 80-mile transportation system (highway or rail) from the Parks Highway corridor to the Kantishna area.	Reconnaissance phase is funded and active. Estimated total project cost is \$100 million.	Reconnaissance should take about 2 years.	The project is intended to serve tourism and could become part of a loop transportation system with the existing Denali Park Road.
B	Pile Bay to Iliamna	Build 38 miles of new road between Iliamna and Pile Bay.	None Identified. Project cost is estimated in SW Plan at \$51.8 million STIP \$: 0 Other: \$51.8 million	None determined	Recent exploration developments at Pebble Copper may accelerate the need for this road.
B	Iliamna to Naknek	Develop a road from Iliamna to Naknek.	None Identified. Project cost is estimated in SW Plan at \$295.6 million. Funding: STIP \$0 Other: \$295.6 million	Not determined	Provides link for Cook Inlet to Bristol Bay connection.

Alaska's Priority Industrial Access Projects

Rank	Project Name	Scope and Purpose	Funding	Schedule	Comments
B	Yukon River Port and Road Network	Construct a mainline barge port facility on the Yukon River and construct an associated road system that will allow transport of fuel and freight to Donlin Creek and other mineral deposit areas.	Port is estimated at \$10 million. Stage I roads are estimated at \$20-30 million. No funding has been secured.	Reconnaissance should take about 1 year; Design will be 2 years and Construction approximately 3 years. No activity at this time.	Project is proposed in the Northwest Arctic Transportation Plan.
B	Ruby to McGrath Road	Improve approximately 83 miles of existing road and construct 88 miles of new road to provide improved access for freight and fuel to resource areas.	Current project estimate is \$260 million. No funding has been secured.	Funding has not been identified.	Project is identified in the Yukon-Kuskokwim Transportation Plan and the Northwest Arctic Transportation Plan.
B	Western Arctic Coal Access Road	Construct a 90-mile road connection to Delong Mountain harbor at Red Dog Mine for coal exports.	Estimated cost is \$90 million. No funding has been secured.	Project is approximately 20-30 years away. No funding has been identified.	Fuel & freight transfers will be available to the surrounding communities. Project would facilitate coal-fired electricity for the mine and area communities.
B	Chena Hot Springs to Circle Hot Springs Connector	Construct a 55-mile road to complete a 240-mile scenic route based in Fairbanks.	STIP funding: \$250,000 for Reconnaissance in 2004. Construction is estimated at \$72.5 million. Funding is not secured.	Reconnaissance should be completed in 2 years. Design may be initiated in 2007; construction could begin in 2010.	The route would provide new road-based tourism and recreational opportunities.
B	Dalton Highway to Bullen	New road on North Slope between Dalton Highway and Bullen located approximately 38 miles east of Deadhorse. Bridge crossing of Sagavanirktok (Sag) River required.	No cost estimate to date. Funding has not been identified.	Schedule to be developed.	Project will provide year round access to oil and gas zone on east side of Sag River and provide access to US Air Force station at Bullen.

Alaska's Priority Industrial Access Projects					
Rank	Project Name	Scope and Purpose	Funding	Schedule	Comments
B	Iliamna to Pebble Copper	New road leading to identified mining prospect east of Newhalen River on north shore of Lake Iliamna. Approximate length 30 miles.	No cost estimate to date. Funding has not been identified.	Schedule to be developed based on development schedule for mine's development.	Project will provide access to major new potential mine. Access from the Iliamna – Nondalton Road project on the west side of Newhalen River is most likely point of beginning.

Alaska's Priority Community Access Projects

Rank	Project Name	Scope and Purpose	Funding	Schedule	Comments
1	Chignik Connectors	Hard link between 3 villages to share facilities. Linking the communities could support one regional airport	\$500K GF Community Access Road account for PE secured in FY'03. Estimated cost is \$22.8 million. FAA may participate in some road improvements to access 1 regional airport in lieu of upgrading 3 airports. STIP: \$3.4 million Other (STIP>FY'06): \$19.4 million	Preliminary reconnaissance work completed Aug 98. STIP shows: Phase 2 (04) \$2.1 mil Phase 2 (06) \$1.2 mil Phase 3 (07) \$600,000	Is southerly extension of the Alaska Peninsula Road. Recommended for near term development in SW plan.
1	Iliamna to Nondalton	Upgrade and extend existing road, and construct new bridge on Newhalen River to link these 2 communities.	\$9.7 million in STIP for 2004 and 2005 to complete construction. STIP \$: \$9.7 million	EA and bid documents complete. Bidding scheduled for early 2004.	Project will proceed once litigation is resolved.
1	Eureka to Rampart Road	Construct 12 miles of new road; reconstruct 13 miles of existing road in four phases.	STIP funding. Total cost estimate is \$27 million.	Design is active. Construction is scheduled for 2009.	Road will provide new access to Rampart from the Elliott Highway.
1	Coffman Cove Road	Complete reconstruction of Coffman Cove Road as part of SE Alaska Transportation Plan	Initial section of project under construction. Need additional \$16M to complete remainder.	To be funded in the Forest Highway Program or federal earmark.	Need to complete road project to support Coffman Cove ferry service scheduled to begin in FY'06.
1	Wood River Bridge	Extends Aleknagik Road across Wood River to Aleknagik village.	Project was affected by STIP delays and nominated in the Earmark program. STIP \$: 0 Other (FEMRK): \$16 million	Preliminary environmental work is completed and waiting for FHWA approval to release for public review. Phase 2(04) \$1million Phase 3(05) \$1million Phase 4(08)\$14million	Project has experienced repeated delays. Strong local support for bridge.

Alaska's Priority Community Access Projects					
Rank	Project Name	Scope and Purpose	Funding	Schedule	Comments
2	Ekuk to Clarks Point Road	Three-mile connector road for two villages; one with good airport, the other has limited airport and a large summer work force.	Project cost estimated at \$4.75 million. STIP \$: 0 Other (STIP>'06): \$4.75 million	Design to begin in FY 08 with construction beyond FY 09	Will provide access to a joint landfill and lagoon.
2	Naukati Road	Improves USFS road from N. POW Island Road into Naukati.	Project cost estimated at \$4.4M.	Project under consideration by Southeast Alaska Transportation Plan Update.	Priority yet to be established pending Southeast Alaska Transportation Plan Update.
2	Kasaan Road Reconstruction	Improve Kasaan Road to improve access to the City of Kasaan.	Project cost estimated at \$11.4M.	Project under consideration by Southeast Alaska Transportation Plan Update.	Priority yet to be established pending Southeast Alaska Transportation Plan Update.
2	Naknek River Bridge	Construct a bridge between Naknek/King Salmon and South Naknek.	Project estimated cost is \$30.6 million. FAA and FHWA have jointly funded the Naknek River Crossing Study at \$126K and \$100K respectfully. STIP \$: 0 Other: \$30.6 million	Project planning study in progress to identify crossing site and address airport issues.	Is first portion of Alaska Peninsula Road on north end. Providing this link would allow possible closure of one or two airports.

Alaska's Priority Community Access Projects

Rank	Project Name	Scope and Purpose	Funding	Schedule	Comments
2	Healy Lake Road	"Phase I: Construct a new 4-mile connector road from Sawmill Road to Cummings Road to Healy Lake trail and boat landing. Includes a new 150 ft. bridge over the Gerstle River. Phase II: This phase would improve several miles of existing road and construct approximately 15 miles of new road from the Tanana River to the village. It would also include a new bridge over the Tanana River."	Phase I: Cost estimate: \$4.4 million. BIA is contributing \$2 million to the project. STIP scheduling: Design 2005, Construction 2009. Phase II: No scheduling in the STIP. Total cost of Phase I and Phase II: \$20 million.	Two phases. No work to date.	The road would provide all-season access to the community. This is a joint project with BIA/Healy Lake Village, who are funding 46% of the Phase I project cost. They will be ready to go to construction within a year. The Village of Healy Lake has agreed to maintain the road once complete.
2	Stevens Village to Dalton Highway	Construct an 8-mile road connecting Stevens Village to the Dalton Highway.	None identified. Total estimated cost is approximately \$10 million.	No work to date.	The road would provide all-season access to the community. The project is identified in the Northwest Arctic Plan.
2	Seldovia to Port Graham	Improves and extends logging roads to new ferry terminal at Jackalof Bay and continues to Picnic Harbor and then to Port Graham. Project is estimated at 34 miles long.	Partial estimate from Jackalof Bay to Windy Bay approximately 19 miles is \$25 million. STIP \$: 0 Other: \$25+ million	Work on 4 bridges to Picnic Harbor is first priority.	Portion from Port Graham to Windy Bay is an existing private logging road. Native Corporation owns road and will donate right-of-way (ROW).
2	Kachemak Bay Ferry and Terminals	Construct Terminal at Jackalof Bay and Halibut Cove and new ferry to provide 2X daily round trips to Homer.	Full estimate not available \$2 million earmark in 2004 appropriations bill.	No work to date	Community is interested in 20 knot ferry to accomplish 2 round trips daily in single crew day.
3	Tetlin to Alaska Highway Connector	Construct a 15-mile all-season road connecting the Village of Tetlin to the Alaska Highway System near Tok.	None identified. Cost estimate: \$20 million	This project is not scheduled in the STIP.	This highway would be added to the Alaska Highway System and be maintained by the Department.
3	Hydaburg Road Reconstruction	Improve Hydaburg Road.	Project cost estimated between \$10 & \$25M.	Project is not programmed.	Interim improvements are planned.
3	Kobuk to Shungnak	Construct an 8-mile road between the communities of	None identified. Total estimated cost is	No work to date.	The road will provide all-season access between the communities. It

Alaska's Priority Community Access Projects					
Rank	Project Name	Scope and Purpose	Funding	Schedule	Comments
		Kobuk and Shungnak.	approximately \$10 million.		is identified in the Northwest Arctic Transportation Plan.
3	Bettles to Dalton Highway	Construct a 28-mile road connecting the communities of Bettles and Evansville to the Dalton Highway near Prospect Creek.	None identified. Cost is approximately \$35.4 million.	No work to date.	The route will closely follow the annual ice-road route already established. It will provide all-season access to the community. The project is identified in the Northwest Arctic Transportation Plan.
A	Juneau Access	Improve access to Alaska's Capital City	Project cost estimated at \$240M. STIP \$: \$3M programmed in FY'04.	Supplemental to draft EIS in progress. Record of Decision expected in late 2004. Design in 2005 with construction to begin in 2006 pending funding.	Earmark funds requested from Congress.
A	Knik Arm Crossing	Design and construct a crossing of Knik Arm between Anchorage and the Mat-Su Borough to connect the Port of Anchorage with Port MacKenzie	Earmark received in FY'02 to get PD&E work started. Total cost estimated at \$783.3 million. STIP \$: 0 Other (FEMRK): \$778.3 million	Begin PD&E in 2004, multi year project funding dependent.	The Knik Arm Bridge & Toll Authority has been established to administer the project. Additional Earmark funds have been requested from Congress.
A	Ketchikan Gravina Island Bridge	Replace airport ferry with hard link to Gravina Is. and Ketchikan International Airport/Industrial Park.	Project cost estimated at \$180M Final EIS approval estimated STIP \$: 8.6M HIPR Funding Programmed in FY'04.	DEIS Comment period closed. Record of Decision anticipated Final EIS in 2004; construction upon receipt of federal earmark funds.	Earmark funds requested from Congress.
A	Walden Point Road	Improves access between Metlakatla and Ketchikan by reducing shuttle ferry transit time significantly.	Project cost estimated at \$35M, to complete road in addition military training prog. New \$10M shuttle ferry under construction. Two new terminals estimated to cost \$15M.	Road and Terminals estimated to be completed by FY'7 or FY'08 pending funding.	Metlakatla Indian Community has requested federal earmarks from Congress.

Alaska's Priority Community Access Projects

Rank	Project Name	Scope and Purpose	Funding	Schedule	Comments
A	Juneau 2 nd Channel Crossing	Improve access between North Douglas Island & Mendenhall Valley.	Project cost estimated at \$68M.	Draft EIS underway.	City & Borough of Juneau has requested federal earmark from Congress.
A	King Cove to Cold Bay	Land/ water access improvement between King Cove and Cold Bay.	King Cove Access Project DEIS estimates total cost (including construction and equipment purchase) at \$19 to \$23.5 million. STIP \$: 0 Other (FEMRK): \$6.0 million	Draft EIS just released for road/hovercraft preferred alternative. King Cove and Cold Bay Hovercraft Terminals in STIP as Future Earmark in FY'06.	Project being led by Aleutians East Borough.
A	Nelson Island Villages Connector	Connect 3 Villages and access a new deep-water port.	\$500K GF money allocated. Will ask for an additional \$1 million for EA in Jan 04 from Community Access Road account. Project cost range is \$60 to \$100 Million. STIP\$:0 GF: \$500,000; will request additional \$1million Other: \$60-\$100 million	Aerial photo is complete, geotech scheduled for 03. Mapping to be done early 04 Schedule depends on funding	Community has requested Earmark funds for Congress.
B	Bradfield Road	Provide mid-regional access between SE Alaska and continental road system.	Project cost estimated at \$194M. Estimate does not include construction of Canadian segment.	Pre-NEPA scoping effort underway by FHWA.	Earmark request for EIS with construction funding request pending agreement with Canada.
B	Yukon River Highway	Construct a transportation corridor to connect the Seward Peninsula and communities along the Yukon River with the Elliott Highway near Manley Hot Springs.	Tanana Chiefs Conference is seeking funds to initiate a feasibility study. Further funding sources have not been identified.	A work plan has not been developed.	The highway would serve the communities and connect the region's mineral resources to the existing road system. This will potentially provide opportunity for local economic development. The project is identified in the Northwest Arctic Transportation Plan.

Alaska's Priority Community Access Projects

Rank	Project Name	Scope and Purpose	Funding	Schedule	Comments
B	Warm Springs Bay/Rodman Bay Road	Improve access to Sitka. Project will enable efficiencies and cost savings to AMHS ferry service.	Project cost estimated between \$200M & \$130M depending on option selected.	SE Plan Update systems analysis followed by route reconnaissance.	Priority is yet to be established.

Project schedule sections

Surface Transportation Funding Sources (Federal Highway Administration) The Federal Highway Administration State Apportionment Program is the largest source of capital improvement funding for the surface transportation network in Alaska. Figures shown in Section A “Fiscal Information” table separates all of the specific fund sources, including state and local match. Amounts are shown in thousands of dollars.

This table shows an estimate of federal funding for surface transportation by year and apportionments. It also shows the carry-over amounts from previous years. The lower half of this table details which apportionments would be utilized to fund the STIP on a yearly basis.

The process of accounting for apportionments is complex and often misunderstood. To help clarify the accounting of apportionments, the federal rules must be explained. First, unused balances in any apportionment category can be carried forward for three additional years beyond the year received. Second, historically the state has not received as much obligation authority (actual spending authority) as we have apportionment authority, so unused balances have been unavoidable. Third, the various categories have varying degrees of flexibility. For example, STP funds may be used on a NHS project.

These accounting rules for apportionments should help to explain why the upper and lower tables do not match. We have shown the prior year carry-over balance in each

category. This balance plus the estimated new apportionment amounts for the three fiscal years 2004-2006, covered by the STIP, represents the target level to be spent in each category. Where funding is over-programmed in a given apportionment, the department can choose to spend other more flexible funds such as STP.

Surface transportation program schedules

The tables beginning in Section A contain the listing of proposed project funding for Alaska’s transportation categories: National Highway System, Alaska Highway System, Community Transportation Program and Trails and Recreational Access for Alaska. Separate tables for Federally Required Programs and Preventive Maintenance, Congressional Earmarks, and the Ferry Program are also included.

The 2007-2009 years have been removed from the program document because of the uncertainty about the reauthorization of the federal program and the questionable levels of funding. The last three years are extremely speculative at best, and preparing a STIP that we can use to start FFY 2004 is more important than agonizing about the program levels and the project estimates four years and more in the future. We are showing the current estimated funding that would be needed to complete projects that would be scheduled beyond 2006.

Terminology and abbreviations used in the project tables are as follows:

- Need ID – A unique project number used for internal record keeping in the department.

- Highway – The highway name for projects that are located on a state named highway.
- Location – The community or other location for the project.
- Project Description/Funding Source – The project title, a narrative project description and a division of project costs into funding sources and years is shown. (The Alaska Department of Transportation and Public Facilities will carry out most projects unless specified otherwise in the project description.)
- Phase – Abbreviated “Phse” in the project tables, this information applies to specific steps in the development of a project including these broad steps:
 - Phase 2 – Preliminary Engineering: This phase is really two stages in itself. The first stage includes public and agency scoping; data compilation; conceptual planning and engineering; and environmental analysis necessary to determine project location and impact on resources. The first stage generally concludes with an approved environmental document. The second stage includes preparing final design plans; obtaining environmental permits; utility agreements; reevaluation of environmental concerns; and advertising the project.
 - Phase 3 – Right of Way: This phase includes the acquisition of land for right-of-way, and where necessary, the relocation of residents or businesses that have been displaced. The preliminary design work related to right of way acquisition and engineering is included in Phase 2.
 - Phase 4 – Construction: This phase includes construction engineering; bidding and awarding construction contracts; and actual construction of the capital improvements.
- Phase 7 – Utilities: This phase includes the physical relocation of utilities when being displaced in the public right-of-way. The preliminary design work related to utility relocations and engineering is included in Phase 2.
- Phase 8 – Planning and Program Administration: This phase is used to indicate an administrative rather than construction project. This phase includes mandated planning activities such as the development of the Statewide Transportation Improvement Program.
- Apportionment – Abbreviated “Apprn” in the project tables, this shows an abbreviation for each specific category of funds, or program, under TEA-21. The Surface transportation funding sources section on page 24, defines these codes and shows the anticipated funding levels and anticipated obligations of these funds. Many projects will use more than one apportionment category. Only the dominant apportionment code(s) has been depicted in the tables. The codes shown in the project tables are advisory only. The appropriate federal agency makes final eligibility determinations at the time funding are requested for each project. The apportionment abbreviations used in the project tables are also found in the Surface Transportation Funding Sources section of this document.
- Score – The project score after all PEB member scores have been averaged. This applies to CTP and TRAAK programs only. Projects with a score of 999.0 are those projects that are either on-going (like the AMATS allocation) or were shown for construction in

the 1998-2000 STIP. Other grandfathered projects are mature projects well into development. Projects which score either 199.0 or 189.0 have received "Authority to Proceed to Plans, Specification, and Estimates" from the FHWA. In other words, preliminary engineering and the environmental document have been completed for projects with scores of 199.0 or 189.0.

-  – An arrow graphic indicates that the project will be advance constructed (AC) in the year that the arrow is pointing. The year that the arrow is pointing from will be the year that the Federal Highway Administration (FHWA) will start providing federal funds for the project.
- **Time Traps** are lightly shaded in gray.

Federal Transit Program project summary

Section B includes a list of expected funding for transit. Each listing in the tables includes the name of the project, the funding needed, source and year. Federal Transit projects do not include the use of phases as is found in Federal Highway projects, nor is a Needs List ID number shown in the tables.

Federal lands project tables

Section C includes projects funded from the Federal Lands Highway Program, it includes Forest Highways (constructed by the Forest Service, sometimes cooperatively with the State); Park Roads (constructed by the National Park Service); and Indian Reservation Roads (constructed by the Bureau of Indian Affairs).

Certifications

For funds made available under Title 23 United States Code and federal transit funding, the Alaska Department of Transportation and Public Facilities must certify that the STIP is developed in accordance with all applicable requirements of

the following, as described in 23 CFR 450.212 of the federal planning regulations:

- 23 USC 135 and Section 8 of the Federal Transit Act;
- Title VI of the Civil Rights Act of 1964;
- Section 1101(b) of TEA-21 related to Disadvantaged Business Enterprises in FHWA and FTA funded projects;
- Provisions of the Americans with Disabilities Act;
- Provisions of 49 CFR 20 regarding restrictions on influencing certain Federal Activities;
- Sections 174 and 176(c) and (d) of the Clean Air Act;
- Projects contained in the STIP are consistent with the Alaska Statewide Transportation Plan;

The STIP is developed with public involvement under the process adopted in the department's Public Involvement Process in compliance with 23 CFR 450.212

Glossary of Terms

ADOT&PF – Alaska Department of Transportation and Public Facilities – The agency within Alaska state government empowered to own, operate, plan, design and construct transportation facilities.

AC or Advance Construction – This is a financial tool permitted under FHWA rules. With approval of the FHWA the state may begin a federally funded project early, prior to the availability of federal funds to reimburse the project. With this flexibility the state can construct a federally eligible project one or more years before reimbursement, taking advantage of federal funds prior to their availability.

ADEC – Alaska Department of Environmental Conservation – The agency within Alaska state government responsible for air quality programs, including transportation air quality matters.

AHS – Alaska Highway System – The Alaska Highway System is composed of those transportation facilities, excluding those on the National Highway System, that provide greater utility to Alaska as a whole, than to individual communities.

AIP – Airport Improvement Program – A schedule of projects for airports throughout the state, funded with Federal Aviation Administration funds.

AMATS – Anchorage Metropolitan Area Transportation Solutions – A joint local-state planning and programming organization, designated as the Metropolitan Planning Organization for Anchorage and charged with developing a Transportation Improvement Program for the Anchorage urbanized area in compliance with the current federal surface transportation law.

AMHS – The Alaska Marine Highway System – The department's system of vessels, terminals and routes that link most of Alaska's coastal communities from the Aleutians to Southeast.

Apportionments – Program funding levels authorized from the federal Highway Trust Fund. These amounts are calculated annually and distributed to states. They are available for four years, typically. Expenditures of apportionments are generally subject to and limited by annually appropriated obligation authority.

ARRC – Alaska Railroad Corporation – a state owned agency responsible for management and operation of the Alaska Railroad.

Bridge Discretionary Program – A competitive program administered by the FHWA for major bridge replacement or for new bridges that replace ferry routes.

BIA – Bureau of Indian Affairs – Some federal funds are allocated directly to the BIA for ultimate distribution to Alaska Native villages. These funds must be included in the STIP but are not controlled or allocated by the State.

CMAQ – Congestion Mitigation/Air Quality – A specific funding program targeted to reducing air pollutants in nonattainment areas, specifically Anchorage, Eagle River, Fairbanks and Juneau.

Community Access Projects – Priority projects that have been defined to improve community connectivity to the state's transportation networks, improving the movement of people and goods, strengthening local economies and taking advantage of local infrastructure proximity. Funding may include STIP funds or other sources.

Conformity – A federally required process used to ascertain if proposed transportation plans or projects will reduce emissions of pollutants in areas that are considered to be in nonattainment. Generally speaking, plans, such as the TIP and STIP and individual projects must be reviewed for conformity. Absent a finding of conformity, such decisions, except for specified categories of projects, plans or projects cannot be implemented in the nonattainment areas.

CTP – Community Transportation Program – A program of the Alaska Department of Transportation and Public Facilities that addresses a wide range of community transportation modes, including rural and urban roads, remote, ITS and transit.

Discretionary Funding – Several dedicated funding sources wherein projects compete nationally including Ferry Boat, Bridge, Scenic Byways and Public Lands.

Earmark – Earmark or earmarked projects have been selected during the Congressional approval process as to funding amount, purpose and geographic location. The state has no authority to change these requirements.

Environmental Justice – An emerging federal requirement, based on Title VI of the 1964 Civil Rights Act and Executive Order #12898, 1994. The essence of this Executive Order, pertaining to transportation issues, is the requirement that the delivery of transportation benefits shall be equitable with regard to populations protected under the Civil Rights Act.

ER or Emergency Repair—Special federal funding allocated to projects that repair damage caused by natural disaster. We are waiting for reimbursement of expenditures for the Denali Earthquake damage to our highways. Federal appropriations in 2003 were not sufficient to cover the nationwide natural disasters and therefore, Alaska is delaying reimbursement of the Emergency Repairs until additional federal funds are appropriated.

Forest Highway Program – A funding program for public highways on federal lands administered directly by the FHWA. In Alaska this program uses a three-agency project selection committee including FHWA, the US Forest Service and ADOT&PF. These funds must be included in the STIP but are not controlled or allocated by the state.

Ferry Boat Discretionary Program – A program administered by the FHWA for ferry and terminal projects. Under TEA-21 Alaska receives \$10 million annually in specified

funds from the program and is further eligible for nationwide competition for the unspecified portion of the program.

FAA – Federal Aviation Administration – The federal agency of the US Department of Transportation responsible for funding airport and aviation projects.

FFY – Federal Fiscal Year – The period October 1 – September 30. For example, the FFY 2004 is the period October 1, 2003 – September 30, 2004.

FHWA – Federal Highway Administration – The federal agency of the US Department of Transportation responsible for funding highways, trails and ferry projects.

FMATS - Fairbanks Metropolitan Area Transportation System – A joint local-state planning and programming organization, designated as the Metropolitan Planning Organization for the North Star Borough and Cities of Fairbanks and North Pole. The MPO is charged with developing a Transportation Improvement Program for the Fairbanks urbanized area in compliance with the current federal surface transportation law.

FRA – Federal Railroad Administration – The federal agency of the US Department of Transportation responsible for railroad issues.

FTA – Federal Transit Administration – The federal agency of the US Department of Transportation responsible for funding transit projects.

High Priority Funding – Dedicated funds for specific projects established in federal law. Also known as demonstration (demo) or earmarked projects.

Industrial Access Projects—Priority projects identified to enhance the state's economic development through transportation infrastructure investment. Funding may be STIP or other sources.

ISTEA – Intermodal Surface Transportation Efficiency Act of 1991 – An act of Congress providing funding authorization for highways, safety, and mass transportation for a six-year period for federal fiscal years 1992 through 1997. This law was responsible for some new programs, such as CMAQ and Transportation Enhancements, and implementing the STIP planning requirements.

ITS – Intelligent Transportation System – A range of technologies designed to improve the effectiveness of existing and new transportation investments. There are several possible ITS applications within Alaska that are under consideration.

MPO – Metropolitan Planning Organization – The forum for cooperative transportation decision making for an urbanized area involving multiple government agencies. In Alaska, Anchorage and Fairbanks are the only MPOs, known as AMATS and FMATS respectively.

NAAQS –National Ambient Air Quality Standard – Standards established in the Clean Air Act for various pollutants. Those most concerning Alaska transportation issues are CO (carbon monoxide) and PM (particulate matter – dust and smoke).

Needs List – Transportation Needs and Priorities in Alaska – A document of the Alaska Department of Transportation and Public Facilities that lists all desired transportation projects in the state, including highways, ferries, trails, transit, airports, harbors, and buildings. The Needs List is used as a starting point for preparation of the STIP.

NHS – National Highway System – The most important highways and ferry routes in the United States. Congress must approve NHS designations based on recommendations by the FHWA.

Nonattainment Area – A designated geographic area, which based on long-term air quality sampling, has been found to be in nonattainment for one or more NAAQS. In Alaska, there are four nonattainment areas: Juneau-Mendenhall Valley, Anchorage, Eagle River and Fairbanks.

Non-metropolitan consultation rule – changes to federal regulations (23 CFR 450) were instituted in February 2003 requiring state's to institute new procedures for consulting with non-metropolitan area local officials on transportation planning issues, including the Statewide Transportation Plan (SWTP) and the Statewide Transportation Improvement Program. These new procedures must be adopted by ADOT&PF by February 24, 2004.

Obligation Authority – The total amount of federal highway funds that can be authorized for projects in a given FFY. This amount results from annual Congressional appropriations and has historically been less than the annual total program apportionments authorized by TEA-21 and predecessor legislation.

PEB – Project Evaluation Board – The board empowered to evaluate and score projects; it is a team of managers from the Alaska Department of Transportation and Public Facilities. There is a board for surface transportation and another for aviation.

Public Lands Discretionary – A program administered by the FHWA under Federal Lands Highways for highways on public lands. Alaska can apply for nationwide competitive funds annually.

Regional Transportation Plan – Also known as an "area transportation plan", a detailed multimodal plan for a region or geographical area within Alaska prepared by the ADOT&PF. As defined, the regional transportation plans are an element of the SwTP and comprise the recommended projects for the SwTP for a given region. Several regional transportation plans are currently in progress. The plans for Southeast Alaska, Prince William Sound and Yukon-Kuskokwim Area Plans are complete. The Northwest Area Transportation Plan will be complete after public review is finished and assimilated. The Southeast Alaska Transportation Plan is being updated.

SHAKWAK/Alaska – Otherwise unusable federal program authorization transferred to a special fund. These funds do not require state match and have no expiration date. SHAKWAK funds, by federal law, are limited to projects for the AMHS and Haines Highway.

SHAKWAK/Canada – Special funds available for use on the Alaska Highway and Haines Cutoff in Canada. These funds do not decrease Alaska's share of federal-aid highway funding.

SIP -- State Implementation Plan – A state (ADEC) prepared plan defining how the NAAQS will be met in areas currently defined by the US EPA as not meeting national standards for air quality. Transportation elements called for in the SIP are eligible for CMAQ funds and must be implemented in the year defined in the SIP.

STIP – State Transportation Improvement Program – A staged, multi-year, statewide, intermodal program of surface transportation projects which is governed by surface transportation regulations and funded primarily with surface transportation program funds. The STIP is prepared by ADOT&PF and is approved by FTA and FHWA.

SwTP – Statewide Transportation Plan – A federally required plan upon which projects in the STIP are developed. In Alaska the SwTP is a policy plan for the state as a whole. Regional plans are prepared for individual areas of the state, which outline recommended projects and are each an element of the Statewide Plan.

TCSP --Transportation and Community and System Preservation Program – A discretionary grant program providing funds for comprehensive initiative of research and grants to investigate the relationships between transportation and community and system preservation and private sector-based initiatives.

TEA-21 – Transportation Equity Act for the 21st Century – The most current law describing the surface transportation policy of the United States and making program allocations for funding in various categories to the states. The law is valid from 1998 – 2003 and has been extended until March 1, 2004.

TIP – Transportation Improvement Program – A subset of the STIP developed by AMATS or FMATS for transportation projects within the MPO boundary.

“Time Trap” – By federal highway regulations, a project must proceed to the earlier of construction or right of way acquisition within 10 years. The consequences are that the state may have to repay any expenditures that have been reimbursed.

TRAAK – Trails and Recreational Access for Alaska – A program of the ADOT&PF and the Alaska Department of Natural Resources that address trails, scenic highways, recreational access points and interpretive facilities.

Section A
Surface Transportation Program

INDEX OF PROJECTS					
Census Area/Borough	Community or Place	Highway	Project name	Need ID	Page Number
Aleutians East	Akutan		Akutan: Akutan Access Road	2179	CTP 1
Aleutians East	Cold Bay		Cold Bay: St. Louis Road Culvert Replacement	16724	CTP 5
Aleutians East	False Pass		False Pass: Airport Access Road Resurfacing and Bridge Repair	12379	CTP 8
Aleutians East	False Pass		False Pass: Boardwalk Extension	16026	CTP 9
Aleutians East	King Cove		King Cove and Cold Bay Hovercraft Terminals	17902	Earmark 3
Aleutians East	Nelson Lagoon		Nelson Lagoon: Airport Access Road Rehabilitation	2521	CTP 23
Aleutians East	Nelson Lagoon		Nelson Lagoon: Landfill Road Improvements	16024	CTP 23
Aleutians East	Saint Paul		St. Paul: Landfill Access Road Improvements and Extension	16723	CTP 30
Aleutians East	Sand Point		Sand Point: Harbor Access Road Rehabilitation	7437	CTP 27
Aleutians East	Sand Point		Sand Point: Roads Improvements	16722	CTP 27
Aleutians East	Unalaska		Unalaska: Airport Beach Road Pathway Phase II	9735	TRAAK 6
Aleutians East	Unalaska		Unalaska: Captains Bay Road Rehabilitation	6701	CTP 32
Aleutians East	Unalaska		Unalaska: East Point/Ballyhoo Road Rehabilitation Phase I	2685	CTP 32
Aleutians East	Unalaska		Unalaska: South Channel Bridge #1386 Construction	6398	CTP 32
Anchorage	Anchorage		AMATS Allocation	6460	CTP 1
Anchorage	Anchorage		AMATS Allocation	6461	TRAAK 1
Anchorage	Anchorage		AMATS CMAQ Allocation	9299	CTP 1
Anchorage	Anchorage		AMATS: NHS and Non NHS Pavement and Bridge Refurbishment	17967	Req'd 1
Anchorage	Anchorage		Central Region Guardrail End Treatment Upgrade	17021	NHS 4
Anchorage	Anchorage	Glenn	Gambell Street to McCarrey Street Reconstruction	2189	NHS 1
Anchorage	Anchorage		International Airport Road at New Seward Highway Grade Separation	7373	NHS 3
Anchorage	Anchorage		Jewel Lake Road and Int'l Airport Road and at Postmark Drive and Int'l	7374	NHS 3
Anchorage	Anchorage		Knik Arm Crossing	16543	Earmark 4
Anchorage	Anchorage	Seward	MP 104 to 115: Indian to Potter - Passing Lanes	12641	NHS 29
Anchorage	Anchorage	Seward	New Seward Highway: 36th to 20th Avenue	2201	NHS 2
Anchorage	Anchorage	Seward	New Seward Highway: Potter to Rabbit Creek	14079	NHS 2
Anchorage	Anchorage	Seward	New Seward Highway: Rabbit Creek to 36th Avenue	2202	NHS 2
Anchorage	Anchorage		NHS Intersection Improvements	6664	NHS 3
Anchorage	Anchorage		O'Malley Road Interchanges at Old and New Seward Highways	12621	NHS 3
Anchorage	Anchorage		O'Malley Road/C Street Interchange	12620	NHS 4
Anchorage	Anchorage		Ship Creek Route	8466	Earmark 4
Anchorage	Girdwood		Anchorage-USFS: USFS Portage Valley Blue Ice Trail System Construction	2693	TRAAK 1
Anchorage	Girdwood	Seward	MP 75 to 90 - Ingram Creek to Girdwood Road and Bridge Rehabilitation	11925	NHS 29
Anchorage	Girdwood	Seward	MP 99 to 104: Bird & Indian Improvements	12640	NHS 29
Anchorage			Carryover funds from FFY03 Anchorage International Airport Intermodal Facility		Transit Page 1
Anchorage			Carryover funds from FFY03 Ship Creek Intermodal Facility		Transit Page 1

INDEX OF PROJECTS					
Census Area/Borough	Community or Place	Highway	Project name	Need ID	Page Number
Bethel	Akiachak		Akiachak: Sanitation Road Resurfacing	2178	CTP 1
Bethel	Akiak		Akiak: Community Roads	6246	CTP 1
Bethel	Aniak		Aniak: Aniak Barge Access Rd Relocation	6495	CTP 2
Bethel	Bethel		Bethel: Akakeek Street Improvement	2222	CTP 2
Bethel	Bethel		Bethel: 4th Avenue, 7th Avenue, and Main Street Resurfacing Project	2221	CTP 3
Bethel	Bethel		Bethel: Chief Eddie Hoffman Hwy Rehabilitation	6475	AHS 1
Bethel	Bethel		Bethel: East Avenue Resurfacing	2223	CTP 3
Bethel	Bethel		Bethel: H-Marker Rd Improvements	6477	CTP 3
Bethel	Bethel		Bethel: Ptarmigan St Improvement	2227	CTP 3
Bethel	Bethel		Bethel: Tundra Ridge Rd Improvement	2231	CTP 3
Bethel	Kipnuk		Kipnuk: Community Boardwalks Rehab & Water Treatment Plant Boardwalk Construction	2417	CTP 17
Bethel	Kipnuk		Kipnuk: Piped Transportation Improvements, Phase 2	15979	CTP 17
Bethel	Kwigillingok		Kwigillingok: Sanitation Boardwalk, Phase 2	15980	CTP 19
Bethel	Mekoryuk		Mekoryuk: City Roads Improvements	2509	CTP 22
Bethel	Napakiak		Mekoryuk: Airport Access Road Improvements	2508	CTP 21
Bethel	Napaskiak		Napaskiak: Sanitation Boardwalk Improvements	15984	CTP 22
Bethel	Napaskiak		Napaskiak: Sanitation Boardwalk Rehabilitation	8559	CTP 23
Bethel	Newtok		Napaskiak: Sanitation Road Construction	2518	CTP 22
Bethel	Quinahagak		Quinahagak: Road Drainage Improvements Ph I	17161	CTP 26
Bethel	Quinahagak		Quinahagak: Community Roads Improvements Phase 2	16008	CTP 26
Bethel	Tuntutuliak		Tuntutuliak: Community Boardwalks Reconstruction	13540	CTP 31
Bethel	Upper Kalskag		Upper Kalskag: Sanitation Road Construction	2691	CTP 33
Bristol Bay	Bristol Bay Borough		Naknek / King Salmon: Pathway Construction	6879	TRAAK 4
Bristol Bay	King Salmon		King Salmon: Naknek Lake Access Road Improvements	2513	Earmark 4
Central Region			Alaska Railroad - Passenger facilities and equipment, safety upgrades, software, hardware, preventive maintenance.		Transit Page 1
Central Region			Carryover funds include FFY 02 Wasilla Alternate Route project for \$2,500.0 and FFY01 Eagle River to Knik River project for \$10,004.5		Transit Page 1
Central Region			Central Region Signs and Facilities Pilot Program	18044	Req'd 1
Central Region			Central Region: ADA Pedestrian Facilities	6118	TRAAK 1
Central Region			Central Region: Safety Management & Engineering	6087	Req'd 1
Central Region			Central Region: Winter Trail Marking	2251	TRAAK 1
Central Region			Hightower Lighting System Replacement	14081	NHS 1
Central Region			Passenger Operations - Outside AMATS		Transit Page 1
Central Region			Permanent Emergency Highway Repairs - Kenai Peninsula Flooding	17202	NHS 1
Denali	Anderson	Parks	MP 276 - Rex Railroad Overcrossing	6820	NHS 22
Denali	Anderson	Parks	MP 285 - Julius Creek Bridge	17943	NHS 23
Denali	Cantwell	Parks	MP 147 to 163 Rehabilitation - Byers Lake to Little Coal Creek	11982	NHS 22

INDEX OF PROJECTS					
Census Area/Borough	Community or Place	Highway	Project name	Need ID	Page Number
Denali	Cantwell	Parks	MP 194 - Broad Pass RR Overcrossing	7000	NHS 22
Denali	Cantwell	Parks	MP 204 - Summit RR Overcrossing	7001	NHS 22
Dillingham	Aleknagik		Aleknagik: Wood River Bridge	2186	Earmark 1
Dillingham	Aleknagik		MP 8-23	7299	AHS 3
Dillingham	Clark's Point		Clarks Point: Ekuk to Clarks Point Road	12380	CTP 4
Dillingham	Dillingham		Dillingham: Downtown Streets Rehabilitation	16030	CTP 6
Dillingham	Dillingham		Dillingham: Kanakanak Spur Resurfacing	16031	CTP 6
Dillingham	Dillingham		Dillingham: Trail Construction	9549	TRAAK 2
Dillingham	Dillingham		Dillingham: Wood River Road Reconstruction	9548	CTP 7
Fairbanks North Star	College	Parks	MP 351 to 356 Rehabilitation	6098	NHS 24
Fairbanks North Star	Ester	Parks	MP 314 to 325 Rehabilitation	6096	NHS 23
Fairbanks North Star	Ester	Parks	MP 325 to 351 Rehabilitation	11859	NHS 23
Fairbanks North Star	Fairbanks		Advanced OBD II: Vehical Emission Repair Training	18022	FMATS CMAQ 1
Fairbanks North Star	Fairbanks		Airport Way Corridor Capacity and Safety Improvements	2108	NHS 5
Fairbanks North Star	Fairbanks		Airport Way Frontage Road Lathrop High School Realignment	17129	NHS 5
Fairbanks North Star	Fairbanks		Airport/Cushman Intersection Improvements	6657	NHS 5
Fairbanks North Star	Fairbanks		Fairbanks Enhanced Motorist Compliance (CMAQ)	18026	FMATS CMAQ 2
Fairbanks North Star	Fairbanks		Fairbanks OBD I/M Performance Tracking Project (CMAQ)	18024	FMATS CMAQ 1
Fairbanks North Star	Fairbanks		Fairbanks Repair Effectiveness Improvement Project (CMAQ)	18025	FMATS CMAQ 2
Fairbanks North Star	Fairbanks		Fairbanks Sticker Application Project (CMAQ)	18023	FMATS CMAQ 1
Fairbanks North Star	Fairbanks		Fairbanks: Airport Road Intersection Improvements	15685	NHS 5
Fairbanks North Star	Fairbanks		Fairbanks: 2nd, 3rd and Wickersham Upgrade	17181	FMATS CTP & TRAAK 1
Fairbanks North Star	Fairbanks		Fairbanks: 2nd/Wilbur	3868	FMATS CTP & TRAAK 1
Fairbanks North Star	Fairbanks		Fairbanks: Cartwright Road Rehab / Surfacing	9943	FMATS CTP & TRAAK 1
Fairbanks North Star	Fairbanks		Fairbanks: Chena River-Wendell St. Bridge	6359	FMATS CTP & TRAAK 2
Fairbanks North Star	Fairbanks		Fairbanks: College / Danby Intersection (HSIP)	3866	FMATS CTP & TRAAK 2
Fairbanks North Star	Fairbanks		Fairbanks: College Road Rehab (Univ. to Danby)	13699	FMATS CTP & TRAAK 2
Fairbanks North Star	Fairbanks		Fairbanks: Cowles Street Upgrade	16103	FMATS CTP & TRAAK 2
Fairbanks North Star	Fairbanks		Fairbanks: Electrical Plug-In and Operation Program (CMAQ)	9339	FMATS CMAQ 1
Fairbanks North Star	Fairbanks		Fairbanks: Gilliam Street Upgrade	16104	FMATS CTP & TRAAK 2
Fairbanks North Star	Fairbanks		Fairbanks: Illinois-Barnette & Bridge	3847	FMATS CTP & TRAAK 1

INDEX OF PROJECTS					
Census Area/Borough	Community or Place	Highway	Project name	Need ID	Page Number
Fairbanks North Star	Fairbanks		Fairbanks: Lacey / Noble	17975	FMATS CTP & TRAAK 3
Fairbanks North Star	Fairbanks		Fairbanks: McGrath Road Upgrade	6587	FMATS CTP & TRAAK 4
Fairbanks North Star	Fairbanks		Fairbanks: Phillips Field Road Upgrade	3839	FMATS CTP & TRAAK 3
Fairbanks North Star	Fairbanks		Fairbanks: S. Cushman Widening - Mitchell Expr-Van Horn	3829	FMATS CTP & TRAAK 3
Fairbanks North Star	Fairbanks		Fairbanks: S. Cushman Widening-Gaffney - 17th Ave.	3843	FMATS CTP & TRAAK 3
Fairbanks North Star	Fairbanks		Fairbanks: S.Cushman Widening (17th to Mitchell Expr)	16205	FMATS CTP & TRAAK 3
Fairbanks North Star	Fairbanks		Fairbanks: University Avenue Widening	3821	FMATS CTP & TRAAK 1
Fairbanks North Star	Fairbanks		Fairbanks: Van Horn Road Rehab / Safety Improvements	12425	FMATS CTP & TRAAK 4
Fairbanks North Star	Fairbanks		FMATS Allocation	17662	CTP 9
Fairbanks North Star	Fairbanks		FMATS Allocation for grandfathered projects	18005	CTP 9
Fairbanks North Star	Fairbanks		FMATS CMAQ Allocation	17663	CTP 9
Fairbanks North Star	Fairbanks		FMATS TRAAK Allocation	17681	TRAAK 2
Fairbanks North Star	Fairbanks		FMATS: NHS and Non NHS Pavement and Bridge Refurbishment	17974	Req'd 1
Fairbanks North Star	Fairbanks		FNSB Coordinated Transit Program (CMAQ)	12424	FMATS CMAQ 1
Fairbanks North Star	Fairbanks		FNSB: Bradway Road Reconstruction	9946	FMATS CTP & TRAAK 4
Fairbanks North Star	Fairbanks		FNSB: Bus Fleet Replacement (CMAQ)	17087	FMATS CMAQ 1
Fairbanks North Star	Fairbanks		FNSB: Bus Stop Shelters (CMAQ)	3854	FMATS CMAQ 2
Fairbanks North Star	Fairbanks		FNSB: Chena Pump Rd / Small Tracts Road Safety	12422	FMATS CTP & TRAAK 4
Fairbanks North Star	Fairbanks		FNSB: Holmes Road Reconstruction (FMATS)	3846	FMATS CTP & TRAAK 4
Fairbanks North Star	Fairbanks		FNSB: New Buses / New Routes (CMAQ)	12519	FMATS CMAQ 2
Fairbanks North Star	Fairbanks		FNSB: Nordale Road Pavement Rehabilitation	9947	FMATS CTP & TRAAK 5
Fairbanks North Star	Fairbanks		FNSB: Paratransit Vehicle Replacement (CMAQ)	6401	FMATS CMAQ 1
Fairbanks North Star	Fairbanks		FNSB: Plack Road Upgrades & Dawson Road Extension	15102	FMATS CTP & TRAAK 5
Fairbanks North Star	Fairbanks		FNSB: Tanana Drive Extension	17089	FMATS CTP & TRAAK 5
Fairbanks North Star	Fairbanks		FNSB: Voluntary Oxygen Sensor Replacement (CMAQ)	18021	FMATS CMAQ 1

INDEX OF PROJECTS					
Census Area/Borough	Community or Place	Highway	Project name	Need ID	Page Number
Fairbanks North Star	Fairbanks		FNSB: Yankovich/Miller Hill Road Upgrade	10568	FMATS CTP & TRAAK 5
Fairbanks North Star	Fairbanks		Johansen Expressway/Alaska Railroad Access	11839	NHS 5
Fairbanks North Star	Fairbanks	Richardson	MP 354 to 357 Access/Safety Improvements (HSIP)	2130	NHS 27
Fairbanks North Star	Fairbanks	Richardson	MP 357 - Fairbanks New Weigh Station	7371	NHS 27
Fairbanks North Star	Fairbanks		NHS Noise Study	17976	NHS 4
Fairbanks North Star	Fairbanks		North Pole Elementary Access / Snowman Lane	7382	FMATS CTP & TRAAK 5
Fairbanks North Star	Fairbanks		North Pole: Old Richardson Highway Improvements	6261	FMATS CTP & TRAAK 6
Fairbanks North Star	Fairbanks	Steese	Steese Highway/3rd Street Intersection	2107	NHS 4
Fairbanks North Star	Fairbanks		TRAAK / Fairbanks: Chena River Bike Trail	3860	FMATS CTP & TRAAK 6
Fairbanks North Star	Fairbanks		TRAAK / Fairbanks: Steamship Nenana Renovation	3831	FMATS CTP & TRAAK 6
Fairbanks North Star	Fairbanks		TRAAK / Fairbanks: Tanana Valley RR Trainhouse/Museum	12800	FMATS CTP & TRAAK 6
Fairbanks North Star	Fairbanks		TRAAK / FMATS: ADA Pedestrian Facilities	3869	FMATS CTP & TRAAK 6
Fairbanks North Star	Fairbanks		TRAAK / FNSB: Farmers Loop/Dogmushers Sanitary Wayside	3853	FMATS CTP & TRAAK 7
Fairbanks North Star	Fairbanks		TRAAK / FNSB: Farmers Loop-Chena Hot Springs Road Trail Connection	6598	FMATS CTP & TRAAK 7
Fairbanks North Star	Fairbanks		TRAAK / FNSB: Yankovich/Miller Hill Multi-Use Path	9939	FMATS CTP & TRAAK 7
Fairbanks North Star	Fairbanks		TRAAK / North Pole Bike Trail	8721	FMATS CTP & TRAAK 7
Fairbanks North Star	Fairbanks North Star Borough		Fairbanks NSB: Cripple Creek/Isberg Road	3840	CTP 8
Fairbanks North Star	Fairbanks North Star Borough		Fairbanks NSB: Goldmine Trail Surfacing	13700	CTP 8
Fairbanks North Star	Fairbanks North Star Borough		Fairbanks NSB: Old Nenana/Ester Hill Rehabilitation	7461	CTP 8
Fairbanks North Star	Fairbanks North Star Borough		Fairbanks NSB: Steele Creek Road Safety/Surfacing	9945	CTP 8
Fairbanks North Star	Fairbanks North Star Borough		MP 17-21.5 Climbing Lanes	17083	AHS 10
Fairbanks North Star	Fairbanks North Star Borough		MP 22 to 54 Rehabilitation	4007	AHS 1
Fairbanks North Star	Fairbanks North Star Borough		MP 37.5 Flood Control	16107	AHS 1

INDEX OF PROJECTS					
Census Area/Borough	Community or Place	Highway	Project name	Need ID	Page Number
Fairbanks North Star	Fairbanks North Star Borough		U.S. Creek Road Rehabilitation	3651	CTP 31
Fairbanks North Star	Fox	Steese	Fox New Weigh Station	7372	NHS 30
Fairbanks North Star	Fox	Steese	MP 0.0 to 5 Capacity and Safety Improvements	11899	NHS 30
Fairbanks North Star	Fox	Dalton/Elliott	MP 4 to 28 Rehabilitation	6036	NHS 13
Fairbanks North Star	North Pole	Richardson	MP 345 - Moose Cr RR Overcrossing	6817	NHS 26
Fairbanks North Star	North Pole	Richardson	MP 350 - Badger Interchange Ramp and Intersection Improvements	10544	NHS 26
Fairbanks North Star	North Pole	Richardson	MP 352 to 361 Rehabilitation	6104	NHS 26
Fairbanks North Star	North Pole	Richardson	North Pole Interchange	13139	NHS 27
Fairbanks North Star			Alaska Railroad Fairbanks Intermodal Rail/Bus Transfer Facility		Transit Page 2
Fairbanks North Star			Carryover funds from FFY03 Fairbanks Intermodal Facility		Transit Page 1
Fairbanks North Star			Fairbanks Buses & Bus Facility		Transit Page 2
Fairbanks North Star			FMATS Transit Operations		Transit Page 1
Haines	Haines	Haines	Ferry Terminal through town to Old Haines Highway	2156	NHS 6
Haines	Haines	Haines	MP 3.5 to 25.3 Reconstruction - Airport to Bluffs	2152	NHS 19
Haines	Haines		Terminal: Haines Improvements	13879	Ferry 8
Juneau	Juneau	Egan	Egan Drive and Glacier Hwy: Yandukin to Industrial	10764	NHS 7
Juneau	Juneau	Egan	Egan Drive: Intersection Improvements (Tenth Street)	9419	NHS 7
Juneau	Juneau	Egan	Egan Drive: Harbor Area Intersection Improvement	11180	NHS 6
Juneau	Juneau	Egan	Egan Drive: Intersection Improvements (Salmon Creek)	10761	NHS 6
Juneau	Juneau	Egan	Egan Drive: Intersection Improvements (Vanderbilt Hill)	10760	NHS 7
Juneau	Juneau	Egan	Egan Drive: Sunny Point Intersection Improvements	6028	NHS 7
Juneau	Juneau	Egan	Egan Drive: Whittier to Main Improvements	8299	NHS 6
Juneau	Juneau		Glacier Highway: Fritz Cove Road to Auke Bay Ferry Terminal	2142	NHS 8
Juneau	Juneau		Juneau Access	11299	Earmark 2
Juneau	Juneau		Juneau Access EIS	3000	NHS 8
Juneau	Juneau		Juneau: Capital Transit Bus Replacement	16147	CTP 13
Juneau	Juneau		Juneau: Capital Transit Paratransit Vans	16146	CTP 13
Juneau	Juneau		Juneau: Capital Transit Replacement Coach	16148	CTP 13
Juneau	Juneau		Juneau: Capital Transit, Expand & Refurbish Operations Facility	16149	CTP 14
Juneau	Juneau		Juneau: Construct Nugget Mall Transit Center	6745	CTP 14
Juneau	Juneau		Juneau: Davis Avenue/Lemon Creek Road Reconstruction	16066	CTP 14
Juneau	Juneau		Juneau: Douglas Hwy Safety Imp Cordova Street to Douglas	6755	CTP 14
Juneau	Juneau		Juneau: Glacier Highway 3R, Tee Harbor to Bessie Creek	13682	AHS 4
Juneau	Juneau		Juneau: Industrial Boulevard Widening and Sidewalk	16065	CTP 15
Juneau	Juneau		Juneau: Old Dairy Road Resurfacing and Shoulder Widening, Phase 2	10039	CTP 15
Juneau	Juneau		Juneau: Old Glacier Hwy North, Resurfacing and Shoulder Widening	10059	CTP 15

INDEX OF PROJECTS					
Census Area/Borough	Community or Place	Highway	Project name	Need ID	Page Number
Juneau	Juneau		Juneau: Provide Bus Passenger Shelters	6742	CTP 15
Juneau	Juneau		Juneau: Riverside Drive (Rotary Park to Egan) Rehabilitation and Widening	16203	CTP 16
Juneau	Juneau		Juneau: Riverside Drive (Upper) Rehabilitation and Traffic Calming	16204	CTP 16
Juneau	Juneau		Juneau: Second Channel Crossing	3051	Earmark 3
Juneau	Juneau		Juneau: Upgrade Back Loop, Montana Creek and Skaters Cabin Roads	10061	CTP 16
Juneau	Juneau		Point Retreat Lighthouse Access Improvements	10070	TRAAK 4
Juneau	Juneau		Terminal: Auke Bay Modifications	16861	Ferry 7
Juneau	Juneau		Terminal: Sitka/Auke Bay Improvements	11745	Ferry 9
Kenai Peninsula	Cooper Landing	Sterling	MP 45 to 60 - Sunrise to Skilak Lake Rd	2673	NHS 30
Kenai Peninsula	Homer		Homer: Bartlett/Hohe Street Rehab	2341	CTP 10
Kenai Peninsula	Homer		Homer: Bunnell Street/Ohlsen Lane Rehabilitation	9613	CTP 11
Kenai Peninsula	Homer		Homer: East End Road MP 14 to MP 23.4 Rehabilitation	15640	CTP 11
Kenai Peninsula	Homer		Homer: East End Road MP 3.75 to 12.2 Rehabilitation	2344	CTP 11
Kenai Peninsula	Homer		Homer: Freight Dock Road Rehabilitation	6226	CTP 11
Kenai Peninsula	Homer		Homer: Heath Street Reconstruction	15519	CTP 12
Kenai Peninsula	Homer		Homer: Pioneer Street Resurfacing	2348	CTP 12
Kenai Peninsula	Hope	Seward	MP 56.2 Canyon Creek Wayside	12679	NHS 28
Kenai Peninsula	Hope	Seward	MP 57 to 65 Rehabilitation - Hope Wye to Bertha Cr.	11940	NHS 29
Kenai Peninsula	Kasilof		Kasilof River Scenic Overlook	16841	TRAAK 3
Kenai Peninsula	Kenai		Kenai River Trail	16621	Earmark 3
Kenai Peninsula	Kenai		Kenai: Kenai River Bridge Access Road Pathway	6662	TRAAK 3
Kenai Peninsula	Kenai Peninsula Borough		KPB: Echo Lake Road Rehabilitation	16001	CTP 19
Kenai Peninsula	Kenai Peninsula Borough		KPB: Kalifornsky Beach Road MP 0 to MP 16.4 Rehabilitation	13579	CTP 19
Kenai Peninsula	Kenai Peninsula Borough		Seward Highway: Tumagain Pass Recreation Area	2610	TRAAK 5
Kenai Peninsula	Moose Pass	Seward	MP 18 to 25.5 Reconstruction - Snow River to Trail River	2617	NHS 28
Kenai Peninsula	Moose Pass	Seward	MP 25.5 to 36 Reconstruction - Trail River to Sterling Wye	2618	NHS 28
Kenai Peninsula	Moose Pass	Seward	MP 36 to 50 Rehabilitation - Seward Wye to Summit Lake	11939	NHS 28
Kenai Peninsula	Nikiski		Kenai Spur Road Extension	8480	Earmark 3
Kenai Peninsula	Nikiski		North Kenai Spur Road: MP 22-29.7	13079	NHS 9
Kenai Peninsula	Ninilchik	Sterling	MP 135 Ninilchik Intersection Improvements and Illumination	11922	NHS 31
Kenai Peninsula	Ninilchik		Ninilchik HBRRP: Ninilchik Village Bridge #427 Replacement	2337	CTP 23
Kenai Peninsula	Seldovia		Seldovia: Airport Avenue Paving and Pedestrian Facilities	12399	CTP 28
Kenai Peninsula	Seldovia		Seward: Nash Road: MP 0.0 to MP 5.3 Rehabilitation	2625	CTP 28
Kenai Peninsula	Seward	Seward	MP 0.0 to 8 Reconstruction and Pathway - Seward to Grouse Creek Canyon Ph II	2614	NHS 27
Kenai Peninsula	Seward		Seward: Pathway Construction PH I	2633	TRAAK 5
Kenai Peninsula	Soldotna	Sterling	Soldotna Urban & Kenai River Bridge #0671 Replacement Phase 2	2674	NHS 31

INDEX OF PROJECTS					
Census Area/Borough	Community or Place	Highway	Project name	Need ID	Page Number
Kenai Peninsula	Sterling	Sterling	MP 60 to 79 - Skilak Lake Road to Sterling Rehabilitation and Passing Lanes	11921	NHS 30
Kenai Peninsula			Seward Buses and Bus Facility		Transit Page 2
Ketchikan Gateway	Ketchikan		Ferry: Ketchikan Airport Ferry Rehabilitation	16981	Ferry 4
Ketchikan Gateway	Ketchikan		Ferry: Ketchikan Fast Vehicle Ferry Support Center	17061	Ferry 4
Ketchikan Gateway	Ketchikan		Ferry: Ketchikan Transfer Facilities Improvements	13959	Ferry 4
Ketchikan Gateway	Ketchikan		Ketchikan: Buses & Buses Refurbishment	16150	CTP 16
Ketchikan Gateway	Ketchikan		Ketchikan: Construct Bus Shelters/Pullouts	6744	CTP 17
Ketchikan Gateway	Ketchikan		Ketchikan: Gravina Island Crossing	8462	Earmark 3
Ketchikan Gateway	Ketchikan	Tongass	Tongass: Resurfacing, Sidewalk, and Drainage Improvements	6177	NHS 8
Ketchikan Gateway	Ketchikan	Tongass	Tongass: Viaducts Replacement/Rehabilitation	6172	NHS 8
Ketchikan Gateway	Ketchikan Gateway Borough		Ketchikan: South Tongass Highway Widening	3055	AHS 9
Ketchikan Gateway	Ketchikan Gateway Borough		Ketchikan: Ward Cove to Whipple Creek Widening/Realign	3021	AHS 5
Ketchikan Gateway	Saxman		Terminal: Saxman	9187	Ferry 9
Kodiak Island	Chiniak		Kodiak: Pasagshak Road Realignment/Upgrade	13521	AHS 8
Kodiak Island	Chiniak		Kodiak: Chiniak Road Rehabilitation	2427	AHS 8
Kodiak Island	Kodiak		Kodiak: Otmeloi Way Rehabilitation	2436	CTP 17
Kodiak Island	Kodiak		Kodiak: Rezanof Drive Rehabilitation	9580	CTP 18
Kodiak Island	Kodiak		Kodiak: Rezanof Drive 'Y' Intersection Improvement	2440	CTP 18
Kodiak Island	Kodiak		Kodiak: Selief Lane Reconstruction	2441	CTP 18
Kodiak Island	Kodiak		Terminal: Kodiak Ferry Terminal (new construction)	2045	Ferry 8
Kodiak Island	Kodiak Island Borough		Kodiak: Guardrail and Warning Signs	15079	AHS 4
Kodiak Island	Port Lions		Port Lions: State Road Safety Improvements & Resurfacing	9547	CTP 26
Lake & Peninsula	Chignik		Chignik Area Inter-Village Road System Construction	2261	Earmark 2
Lake & Peninsula	Chignik		Chignik Bay: Airport Access Road Rehabilitation	2262	CTP 4
Lake & Peninsula	Lake & Peninsula Borough		Williamsport/Pile Bay Road	16741	Earmark 5
Lake & Peninsula	Nondalton		Iliamna Nondalton Road Completion	2386	AHS 4
Lake & Peninsula	Pedro Bay		Pedro Bay: Rushing Creek Bridge Replacement	16032	CTP 25
Lake & Peninsula	Pilot Point		Pilot Point: Ugashik River Road Construction	13520	CTP 25
Matanuska-Susitna	Big Lake		Big Lake: South Big Lake Road Realignment	6483	AHS 9
Matanuska-Susitna	Big Lake		Mat-Su: Big Lake - Fish Creek Park Wayside	6216	TRAAK 3
Matanuska-Susitna	Butte		Old Glenn Highway Rehabilitation	6203	AHS 7
Matanuska-Susitna	Chickaloon	Glenn	MP 58 and MP 97 Slides Repair	17385	NHS 18
Matanuska-Susitna	Chickaloon	Glenn	MP 66.5 to 80 Reconstruction - Chickaloon	2324	NHS 17
Matanuska-Susitna	Chickaloon	Glenn	MP 80 to 92 Reconstruction - Long Lake to Cascade	2325	NHS 18
Matanuska-Susitna	Chickaloon	Glenn	MP 92 to 97 Reconstruction - Cascade to Hicks Creek	2326	NHS 18
Matanuska-Susitna	Houston	Parks	MP 44 to 52.3 Reconstruction - Lucas Road to Big Lake Cutoff	11961	NHS 20
Matanuska-Susitna	Matanuska-Susitna Borough		MatSu: Deneki Meadows Bridge #1782 Replacement	9614	CTP 20
Matanuska-Susitna	Palmer		Mat-Su: Hatcher Pass: Scenic Overlook & Trailhead Const - Phase 3	2334	TRAAK 3

INDEX OF PROJECTS					
Census Area/Borough	Community or Place	Highway	Project name	Need ID	Page Number
Matanuska-Susitna	Palmer		MatSu: Clark-Wolverine Road Rehabilitation	2463	CTP 20
Matanuska-Susitna	Palmer		MP 18-25	9732	AHS 4
Matanuska-Susitna	Palmer	Glenn	MP 34 to 42 Reconstruction - Parks to Old Glenn Highway (Palmer)	11959	NHS 17
Matanuska-Susitna	Palmer	Glenn	MP 41 Dogwood Intersection	18001	NHS 17
Matanuska-Susitna	Palmer		Palmer: State Fair Visitors and Commuter Center	12139	CTP 24
Matanuska-Susitna	Palmer		Palmer: Chugach Street Rehabilitation	9622	CTP 24
Matanuska-Susitna	Palmer		Palmer: Palmer-Fishhook Road Rehabilitation	2548	CTP 25
Matanuska-Susitna	Petersville	Parks	MP 115 to 133 Rehabilitation - Petersville Rd. to Chulitna River Bridge	11980	NHS 21
Matanuska-Susitna	Petersville	Parks	MP 133 to 147 Rehabilitation - Chulitna River Bridge to Byers Lake	11981	NHS 22
Matanuska-Susitna	Petersville		Petersville Road: Rehabilitation MP 0.0 to 18.6	7240	AHS 8
Matanuska-Susitna	Point MacKenzie		Point Mackenzie Road Upgrade and Paving	2479	Earmark 4
Matanuska-Susitna	Susitna	Glenn	MP 53 to 56 Reconstruction - Moose Creek Canyon	2320	NHS 17
Matanuska-Susitna	Talkeetna	Parks	MP 83 to 98.5 Reconstruction - Kashwitna River to Talkeetna Spur Road	11960	NHS 21
Matanuska-Susitna	Talkeetna	Parks	MP 98.5 to 115 Rehabilitation - Talkeetna Spur Rd. to Petersville Rd.	11979	NHS 21
Matanuska-Susitna	Wasilla	Parks	Alternative Parks Highway Corridor Project	14083	NHS 19
Matanuska-Susitna	Wasilla		Mat Su: Bogard Road Extension East	6206	CTP 19
Matanuska-Susitna	Wasilla		MatSu: Seldon West Extension Phase I Wasilla Fishhook to Church Road	2504	CTP 20
Matanuska-Susitna	Wasilla		MatSu: Seward Meridian Rd. Improvements	2481	CTP 20
Matanuska-Susitna	Wasilla		MatSu: Trunk Road Reconstruction	2500	CTP 21
Matanuska-Susitna	Wasilla		MatSu: Wasilla Fishhook Rehabilitation / Main Street	2503	CTP 21
Matanuska-Susitna	Wasilla		MatSu: Wasilla Fishhook Road MP 3-11 (Schrock to Palmer-Fishhook Road) Rehabilitation	12404	CTP 21
Matanuska-Susitna	Wasilla	Parks	MP 39 to 42.1 Rehabilitation - Seward Meridian Road to Crusey Street	2565	NHS 20
Matanuska-Susitna	Wasilla	Parks	MP 39: Seward Meridian Interchange	2564	NHS 20
Matanuska-Susitna	Wasilla	Parks	MP 42.1 to 44 Reconstruction - Crusey Street to Lucas Road	2556	NHS 20
Matanuska-Susitna	Wasilla		Wasilla Station	12739	CTP 34
Matanuska-Susitna	Wasilla		Wasilla: Crusey Street Improvements	11720	CTP 34
Matanuska-Susitna	Wasilla		Wasilla: Lucas Road Improvements (City of Wasilla)	11721	CTP 34
Matanuska-Susitna	Wasilla		Wasilla: Church Road South Extension	2461	CTP 35
Matanuska-Susitna	Wasilla		Wasilla: Mack Drive Improvements	9618	CTP 35
Matanuska-Susitna	Willow		MP 25 to 39	9734	AHS 4
Matanuska-Susitna	Willow	Parks	MP 72 to 83 Reconstruction - Willow Creek to Kashwitna River	2563	NHS 21
Matanuska-Susitna	Willow		Willow Creek Parkway Rehabilitation	2505	CTP 35
Matanuska-Susitna			City of Wasilla Bus Facility		Transit Page 2

INDEX OF PROJECTS					
Census Area/Borough	Community or Place	Highway	Project name	Need ID	Page Number
Matanuska-Susitna			City of Wasilla Intermodal Facility		Transit Page 2
Matanuska-Susitna			MatSu Community Transit Buses and Facilities		Transit Page 2
Matanuska-Susitna			Port McKenzie Intermodal Facilities 2002 and 2003		Transit Page 2
Nome	Brevig Mission		Brevig Mission: Community Road Improvements	6569	CTP 4
Nome	Council		Council MP 45-48	12431	AHS 5
Nome	Council		Council Road: MP 21 to 27	3743	AHS 6
Nome	Council		Council Road: MP 4 to 15	3742	AHS 6
Nome	Council		Council Road: MP 62 to 69	3744	AHS 6
Nome	Elim		Elim: Beach Road	9913	CTP 7
Nome	Elim		Elim: Community Road Improvements	16087	CTP 7
Nome	Gambell		Gambell Community Road Improvements	3827	CTP 10
Nome	Gambell		Gambell: Evacuation Road Repairs and Extension	15439	CTP 10
Nome	Mary's Igloo		Taylor Road (Kougarok) MP 27-33	17104	AHS 6
Nome	Mary's Igloo		Taylor Road MP 21 to MP 27	17103	AHS 6
Nome	Nome		Glacier Creek Road New Alignment	3738	AHS 7
Nome	Nome		Nome Highway Bridge Improvements	17223	AHS 5
Nome	Nome		Teller Road MP 4.5 to 20 (Bob Blodgett Highway)	12433	AHS 7
Nome	Saint Michael		St. Michael to Stebbins Road Improvements & Safety Enhancements	16089	CTP 30
Nome	Shaktolik		Shaktolik: Landfill Road	3667	CTP 29
Nome	Shishmaref		Shishmaref: Erosion Protection	5116	CTP 29
Nome	Teller		Teller Road: MP 20 to 40 (Bob Blodgett Highway)	3733	AHS 7
Nome	Teller		Teller Road: MP 40 to 72 (Bob Blodgett Highway)	3734	AHS 7
Nome	Unalakleet		Unalakleet: Community Road Improvements	16090	CTP 31
Nome	Unalakleet		Unalakleet: Landfill Access Road	9911	CTP 32
Nome	Wales		Wales: Community Road Improvements	16528	CTP 34
Nome	Wales		Wales: Landfill Road	3607	CTP 34
North Slope	Anaktuvuk Pass		Anaktuvuk Pass: Landfill Road	4038	CTP 2
North Slope	Barrow		Barrow: Dust Control	16118	CTP 2
North Slope	Barrow		Barrow: Community Roads Phase II	17115	CTP 2
North Slope	North Slope Borough	Dalton	Dalton Highway Culverts MP 260-315	17128	NHS 15
North Slope	North Slope Borough	Dalton	MP 235 to 240 Reconstruction - NSB Boundary to Chandalar	2097	NHS 15
North Slope	North Slope Borough	Dalton	MP 240-247 Reconstruction - Atigun Pass	16544	NHS 15
North Slope	North Slope Borough	Dalton	MP 247 to 274 Reconstruction and Enhancements - Atigun Pass to Galbraith Lake Airport	2098	NHS 15
North Slope	North Slope Borough	Dalton	MP 274 to 289 Reconstruction - Galbraith Lake Airport to Kuparuk River	2100	NHS 16
North Slope	North Slope Borough	Dalton	MP 289 to 305 Reconstruction - Kuparuk River to Slope Mountain	2101	NHS 16
North Slope	North Slope Borough	Dalton	MP 305 to 335 Reconstruction - Slope Mountain to Happy Valley	2102	NHS 16
North Slope	North Slope Borough	Dalton	MP 362 to 414 Reconstruction	12659	NHS 16

INDEX OF PROJECTS					
Census Area/Borough	Community or Place	Highway	Project name	Need ID	Page Number
North Slope	Point Lay		Point Lay: Street Improvements	6651	CTP 26
North Slope	Prudhoe Bay	Dalton	MP 399 North Erosion Control	7620	NHS 16
North Slope	Wainwright		Wainwright: Tukpak Bar Access Road	6650	CTP 33
Northern Region			Northern Region: ADA Pedestrian Facilities	3869	TRAAK 4
Northern Region			Northern Region: Safety Management and Engineering	6462	Req'd 1
Northern Region			Northern Region: Winter Trail Marking	16556	TRAAK 4
Northern Region			Permanent Emergency Highway Repairs - Denali Earthquake	17201	NHS 1
Northwest Arctic	Ambler		Ambler: Sewage Lagoon Road	12419	CTP 2
Northwest Arctic	Buckland		Buckland: River Bridge	4020	CTP 4
Northwest Arctic	Deering		Deering: Cape Deceit Road Improvements	3958	CTP 6
Northwest Arctic	Kobuk		Kobuk: Dahl Creek Road Bridge and Erosion	3781	CTP 17
Northwest Arctic	Kotzebue		Kotzebue: Shore Avenue Rehab & Erosion Protection	3784	CTP 18
Northwest Arctic	Noatak		Noatak: Barge Landing Road	16123	CTP 23
Northwest Arctic	Noorvik		Noorvik Village: Road Improvements	3719	CTP 24
Northwest Arctic	Selawik		Selawik Boardwalk Improvements Phase II	3685	CTP 28
Northwest Arctic	Selawik		Selawik: Landfill Access Improvement	3686	CTP 28
Northwest Arctic	Shungnak		Shungnak: Sewage Lagoon Access	9923	CTP 29
Prince of Wales	Coffman Cove		Coffman Cove /Wrangell/Petersburg Ferries and Ferry Facility (IFA)	8461	Ferry 1
Prince of Wales	Coffman Cove		Coffman Cove Road	16882	AHS 1
Prince of Wales	Coffman Cove		Terminal: Coffman Cove	9184	Ferry 7
Prince of Wales	Craig		Craig: Port Saint Nicholas Road BST	13681	CTP 5
Prince of Wales	Hyder		Hyder: Premier Avenue Causeway Reconstruction and Extension to Harbor Island	17341	CTP 13
Prince of Wales	Hyder		Hyder: Salmon River Road and Trestle Rehabilitation	12560	CTP 13
Prince of Wales	Klawock		Klawock to Hollis Pavement Rehabilitation	10063	AHS 2
Prince of Wales	Metlakatla		Terminal: Annette Bay	16961	Ferry 7
Prince of Wales	Metlakatla		Walden Point Road Construction Completion	16665	Earmark 5
Prince of Wales	Metlakatla		Walden Point Road Replacement of Temporary Bridges	16664	Earmark 5
Sitka	Sitka		Rocky Gutierrez Airport Access Improvements	10999	NHS 10
Sitka	Sitka		Five Finger Lighthouse Access Improvements	10068	TRAAK 2
Sitka	Sitka		Sitka: Japonski Island Streets and Utilities	2998	CTP 29
Sitka	Sitka		Sitka: Sawmill Creek Road Upgrade	10064	CTP 29
Sitka	Sitka		Sitka: UAS Pedestrian Connection Construction	10072	TRAAK 5
Skagway-Angoon	Angoon		Terminal: Angoon	16421	Ferry 6
Skagway-Angoon	Pelican		Terminal: Pelican Terminal Mooring Improvements	15219	Ferry 9
Skagway-Angoon	Skagway	Alaska	MP 1222 to 1235 Rehabilitation	10547	NHS 11
Skagway-Angoon	Skagway	Alaska	MP 1256 to 1270 Rehabilitation	10548	NHS 12
Skagway-Angoon	Skagway		MP 82 to the Canadian Border	3640	AHS 10
Skagway-Angoon	Skagway		Terminal: Skagway Modification	13883	Ferry 10
Skagway-Angoon	Tenakee Springs	Richardson	MP 265-341 (Delta Junction to Eielson AFB) Passing Lanes	17130	NHS 26

INDEX OF PROJECTS					
Census Area/Borough	Community or Place	Highway	Project name	Need ID	Page Number
Skagway-Angoon	Tenakee Springs	Richardson	MP 341 Eielson Access Ramps	12627	NHS 26
Skagway-Angoon	Whitestone Logging Camp		MP 64 to 82 Reconstruction-Mosquito Fork to Walker Fork	6173	AHS 10
Skagway-Angoon			Skagway Municipal and Regional Transit		Transit Page 2
Southeast Fairbanks	Alcan Border		Alaska Highway: Tanana River Bridge #0505	9728	Earmark 1
Southeast Fairbanks	Alcan Border		Delta Junction: Cummings Road Connector	12421	CTP 6
Southeast Fairbanks	Alcan Border	Alaska	MP 1354 to 1364 Rehabilitation	10550	NHS 13
Southeast Fairbanks	Alcan Border	Alaska	MP 1412 to 1422 Rehabilitation	10551	NHS 13
Southeast Fairbanks	Alcan Border	Richardson	MP 237 Donnelly Dike Repairs	13402	NHS 25
Southeast Fairbanks	Alcan Border	Richardson	MP 261 to 265 Reconstruction and Replacement of MP 265 Jarvis Creek Bridge #0595.	10555	NHS 25
Southeast Fairbanks	Delta Junction		Richardson Hwy: Delta Junction Quartz Lake Road	3943	CTP 27
Southeast Fairbanks	Dot Lake		Eagle: Road Improvements	6576	CTP 7
Southeast Fairbanks	Dot Lake		MP 95 to 160 Reconstruction	6030	AHS 10
Southeast Fairbanks	Dot Lake		MP 95 to 160	16881	AHS 11
Southeast Fairbanks	Fort Greely	Alaska	MP 1269 to 1314 Rehabilitation - Northway Junction to Tok	6088	NHS 12
Southeast Fairbanks	Northway	Alaska	MP 1328 to 1354 Rehabilitation	6089	NHS 12
Southeast Fairbanks	Northway Village	Tok Cutoff	MP 110 to 124 Reconstruction - Clearwater Creek to Tok	2137	NHS 31
Southeast Fairbanks	Northway Village	Alaska	MP 1308 - Tok Weigh Station	7367	NHS 12
Southeast Fairbanks	Northway Village	Alaska	MP 1314 to 1328 Rehabilitation	10549	NHS 12
Southeast Fairbanks	Tok	Tok Cutoff	MP 30 to 38 Reconstruction - Chistochina to Manokomen Lake	2136	NHS 31
Southeast Region			Ferry: Columbia Refurbishment 2	17402	Ferry 1
Southeast Region			Ferry: Columbia Refurbishment 3	17403	Ferry 2
Southeast Region			Ferry: Columbia Refurbishment 1	11667	Ferry 2
Southeast Region			Ferry: Fairweather	9101	Ferry 3
Southeast Region			Ferry: Fairweather Refurbishment 1	17442	Ferry 3
Southeast Region			Ferry: Fairweather Refurbishment 2	17408	Ferry 3
Southeast Region			Ferry: Haines/Skogway Shuttle	13839	Ferry 3
Southeast Region			Ferry: New Northern Panhandle	9104	Earmark 2
Southeast Region			Ferry: Southern Gateway Shuttle	13885	Earmark 2
Southeast Region			Southeast Alaska Transportation Plan Implementation Management	11880	NHS 10
Southeast Region			Southeast Region: Safety Management and Engineering	7174	Req'd 2
Statewide			AMHS Internet Reservation System	11779	Ferry 1
Statewide			AMHS Shoreside Condition Survey	5985	Ferry 1
Statewide			Competitive Selection-FTA Program Funds		Transit Page 3
Statewide			Competitive Selection-FTA Program Funds		Transit Page 3
Statewide			CTP GARVEE Bonds Debt Service Payment	17664	CTP 6
Statewide			Ferry: New Fast Vehicle Ferry #3 Reburishment 1	17406	Ferry 2
Statewide			Ferry: New Fast Vehicle Ferry #4 Refurbishment 1	17407	Ferry 2
Statewide			Ferry: Chenega Refurbishment 1	13739	Ferry 2
Statewide			Ferry: Fleet Condition Survey Update	6413	Ferry 3
Statewide			Ferry: Kennicott Refurbishment 1	9701	Ferry 4

INDEX OF PROJECTS					
Census Area/Borough	Community or Place	Highway	Project name	Need ID	Page Number
Statewide			Ferry: Kennicott Refurbishment 2	17405	Ferry 4
Statewide			Ferry: LeConte Accommodation Space Renovation	2067	Ferry 5
Statewide			Ferry: Lituya Refurbishment	17131	Ferry 5
Statewide			Ferry: Matanuska Refurbishment	11672	Ferry 5
Statewide			Ferry: New Fast Vehicle Vehicle Ferry #3	11742	Ferry 5
Statewide			Ferry: New Fast Vehicle Ferry #4	9102	Ferry 6
Statewide			Ferry: New Mainline Ferry	16325	Earmark 2
Statewide			Ferry: Tustemena Refurbishment 1	12019	Ferry 6
Statewide			Ferry: Tustumena Refurbishment 2	17409	Ferry 6
Statewide			Job Access and Reverse commute projects		Transit Page 1
Statewide			New Freedom Initiative		Transit Page 3
Statewide			NHS GARVEE Bonds Debt Service Payment	17661	NHS 10
Statewide			NHS Highway Information System	17966	NHS 10
Statewide			NHS Roadside Historical Interpretive Signage	7139	NHS 10
Statewide			Recreational Trails Program	12259	TRAAK 5
Statewide			Statewide: Annual Planning Work Program	6446	Req'd 2
Statewide			Statewide: Automated Dispatch and Scheduling System	16550	Req'd 2
Statewide			Statewide: Bike Path Rehabilitation and Improvements	7219	TRAAK 5
Statewide			Statewide: Bridge Inventory, Inspection, Monitoring, Rehabilitation, and Replacement Program	6447	Req'd 2
Statewide			Statewide: Bridge Management System	6454	Req'd 2
Statewide			Statewide: Bridge Scour Monitoring and Retrofit Program	12579	Req'd 3
Statewide			Statewide: Civil Rights Program	6458	Req'd 3
Statewide				17901	
Statewide			Statewide: Congestion Mitigation and Air Quality Implementation Plan		CTP 30
Statewide			Statewide: Culvert Repair or Replace Project	13239	Req'd 3
Statewide			Statewide: CVO Security System	16551	Req'd 3
Statewide			Statewide: Geographic Information Systems (GIS) Development	17264	Req'd 4
Statewide			Statewide: Highway Data Equipment Acquisition and Installation	7179	Req'd 4
Statewide			Statewide: Highway Fuel Tax Evasion	12979	Req'd 4
Statewide			Statewide: Highway Safety Improvement Program (HSIP)	6027	Req'd 4
Statewide			Statewide: Initiative for Accelerated Infrastructure Development	18002	Req'd 5
Statewide			Statewide: Intelligent Transportation Systems Implementation Plan (IWAYS)	16901	Req'd 5
Statewide			Statewide: Intelligent Transportation Systems Operations & Maintenance (IWAYS)	17081	Req'd 5
Statewide			Statewide: Land Mobile Radio System, Phase 2 (IWAYS)	16554	Req'd 5
Statewide			Statewide: Maintenance Management System	15839	Req'd 6
Statewide			Statewide: National Highway Institute and Transit Institute Training	6452	Req'd 6

INDEX OF PROJECTS					
Census Area/Borough	Community or Place	Highway	Project name	Need ID	Page Number
Statewide			Statewide: NEPA and Permit Streamlining Participation	14599	Req'd 6
Statewide			Statewide: NHS and Non NHS Pavement and Bridge Refurbishment	17968	Req'd 6
Statewide			Statewide: Public Transportation Social Service Van Replacement/Transportation Program	6154	Req'd 7
Statewide			Statewide: Research Program	6451	Req'd 7
Statewide			Statewide: Safety Management System / HSIP Mgt. & Eng.	6449	Req'd 7
Statewide			Statewide: Scenic Byways Grants	6465	TRAAK 6
Statewide			Statewide: Scenic Viewshed Enhancement	14020	TRAAK 6
Statewide			Statewide: Seismic Retrofit - Bridges	6457	Req'd 7
Statewide			Statewide: Small USGS Hydrologic Investigations	6455	Req'd 7
Statewide			Statewide: Urban Planning Program	6448	Req'd 8
Statewide			Statewide: USGS Flood Frequency Analysis	6450	Req'd 8
Statewide			Terminal: Prince Rupert Terminal Improvements	17141	Ferry 9
Statewide			Traveler Information Signs	13400	NHS 11
Statewide			Weigh-In-Motion Equipment	7519	NHS 11
Valdez/Cordova	Chenega Bay		Copper River Road: Chitna to Uranatina River Upgrades	10579	CTP 5
Valdez/Cordova	Chitna		Cordova: City Street Rehabilitation	17116	CTP 5
Valdez/Cordova	Chitna		Cordova: Shepard Point Road	6617	CTP 5
Valdez/Cordova	Chitna		Edgerton Hwy: Chitna Bike/Pedestrian Facility	3994	TRAAK 2
Valdez/Cordova	Chitna		MP 0 to MP 17	12079	AHS 5
Valdez/Cordova	Copper Center		Copper River Highway - Eyak River Bridge	6618	TRAAK 1
Valdez/Cordova	Copperville	Tok Cutoff	MP 2 - Gakona River Bridge #646	2138	NHS 31
Valdez/Cordova	Cordova		Copper River Hydrology Study	16983	AHS 2
Valdez/Cordova	Cordova		Cordova: Fast Vehicle Ferry Support Center	13899	Ferry 1
Valdez/Cordova	Cordova	Glenn	MP 172 to 189 Rehabilitation - Tolsona River to Richardson Hwy. Jct.	6382	NHS 19
Valdez/Cordova	Cordova		MP 18 to 37 Improvements	6574	AHS 2
Valdez/Cordova	Cordova		MP 37 to 49 Paving	7459	AHS 2
Valdez/Cordova	Cordova		Terminal: Cordova Modifications	13740	Ferry 7
Valdez/Cordova	Eyak	Richardson	MP 127 - Gulkana River Bridge #0574	10552	NHS 24
Valdez/Cordova	Eyak	Richardson	MP 148 to 159 Reconstruction - Sourdough to Haggard Creek	2117	NHS 24
Valdez/Cordova	Eyak	Richardson	MP 159 to 167 Reconstruction - Haggard Creek to Gillespie Creek	2118	NHS 24
Valdez/Cordova	Eyak		MP 6.5 to 18 Paving	3989	AHS 2
Valdez/Cordova	Eyak		Richardson Highway: MP 127 - Gulkana River Wayside	3707	TRAAK 5
Valdez/Cordova	McCarthy		McCarthy Road: Kennicott River East/West Wayside	6859	TRAAK 4
Valdez/Cordova	McCarthy	Glenn	MP 127 to 138 Rehabilitation - Regional Boundary to Little Nelchina River	10556	NHS 18
Valdez/Cordova	McCarthy	Glenn	MP 138 to 172 Rehabilitation - Little Nelchina River to Tolsona River	6381	NHS 19

INDEX OF PROJECTS					
Census Area/Borough	Community or Place	Highway	Project name	Need ID	Page Number
Valdez/Cordova	McCarthy		Slide/Flood Damage Repairs	15681	AHS 5
Valdez/Cordova	Mendeltna	Richardson	MP 167 to 173 Reconstruction - Gillespie Creek to Dick Lake	2119	NHS 24
Valdez/Cordova	Mendeltna	Richardson	MP 173 to 185 Reconstruction - Dick Lake to Paxson	2120	NHS 25
Valdez/Cordova	Mendeltna	Richardson	MP 226 Erosion Protection	17338	NHS 25
Valdez/Cordova	Mendeltna	Richardson	MP 228 One Mile Creek Bridge #0591	10554	NHS 25
Valdez/Cordova	Paxson		Denali Hwy: MP 6 - Information & Orientation Wayside	3948	TRAAK 2
Valdez/Cordova	Tazlina		Valdez: Dayville Road Bridges	15682	NHS 11
Valdez/Cordova	Tazlina		Valdez: Dayville Road Improvements	6149	NHS 11
Valdez/Cordova	Tolsona		Whittier: Maintenance and Operations	11439	NHS 11
Valdez/Cordova	Valdez		Valdez: Mineral Creek Bridge Approaches	15684	CTP 33
Valdez/Cordova	Valdez		Valdez: Mineral Creek Loop Road Rehabilitation	3612	CTP 33
Valdez/Cordova	Whittier		Terminal: Whittier Improvements	13741	Ferry 10
Wade Hampton	Bill Moore's Slough		Emmonak: Landfill Road	8984	CTP 7
Wade Hampton	Chuloonawick		Hooper Bay: Old Town Roads	12759	CTP 12
Wade Hampton	Emmonak		Emmonak: Community Roads	3877	CTP 32
Wade Hampton	Marshall		Marshall Airport: Access Road. Bridge	16088	CTP 19
Wade Hampton	Nunam Iqua		Mountain Village: Community Roads	3764	CTP 22
Wade Hampton	Nunam Iqua		Mountain Village: Road to St. Mary's	3765	CTP 22
Wade Hampton	Nunam Iqua		Nunam Iqua: Sanitation Road	6140	CTP 24
Wade Hampton	Russian Mission		Russian Mission: Landfill Road	9918	CTP 27
Wade Hampton	Saint Mary's		St. Mary's: Pitka's Point Road	3675	CTP 30
Wade Hampton	Scammon Bay	Mitkof	Mitkof Highway: Ferry Terminal South Resurfacing and Mitkof Highway Coastal Path	13742	NHS 9
Wade Hampton	Scammon Bay	Mitkof	Mitkof Highway: Upgrade	3011	NHS 9
Wrangell-Petersburg	Kake		Terminal: Kake Modifications	17023	Ferry 8
Wrangell-Petersburg	Petersburg		Bradfield Canal Road	8467	Earmark 1
Wrangell-Petersburg	Petersburg		Petersburg: Haugen Drive Upgrade and Path Extension	10062	CTP 25
Wrangell-Petersburg	Petersburg		Terminal: Mitkof Island: South Mitkof Island Terminal	9059	Ferry 8
Wrangell-Petersburg	Petersburg		Terminal: Petersburg Terminal Modifications	17204	Ferry 9
Wrangell-Petersburg	Wrangell		South Wrangell Island Road and Ferry Terminal	11741	Earmark 4
Wrangell-Petersburg	Wrangell		Terminal: Wrangell Modifications	9039	Ferry 10
Yakutat	Yakutat		Yakutat: State Road Resurfacing	15619	CTP 35
Yukon-Koyukuk	Central		MP 81-126	9960	AHS 9
Yukon-Koyukuk	Central		MP 53-62	10499	AHS 10
Yukon-Koyukuk	Central		MP 62-81	10479	AHS 10
Yukon-Koyukuk	Chalkyitsik		Chalkyitsik: Landfill Rd	17114	CTP 4
Yukon-Koyukuk	Circle		Chena Hot Springs to Circle Hot Springs Road	17766	Earmark 1
Yukon-Koyukuk	Circle		Chena Hot Springs-Circle Hot Springs Road Construction	17088	Earmark 1
Yukon-Koyukuk	Circle		MP 126-137 Reconstruction	3649	AHS 9
Yukon-Koyukuk	Circle		MP 137-148 Erosion/Birch Creek Bridge	3650	AHS 9
Yukon-Koyukuk	Fort Yukon		Ft. Yukon: Community Roads	16121	CTP 9

INDEX OF PROJECTS					
Census Area/Borough	Community or Place	Highway	Project name	Need ID	Page Number
Yukon-Koyukuk	Galena		Galena: Community Road Improvements	3826	CTP 9
Yukon-Koyukuk	Galena		Galena-Campion Road: Erosion Protection	6571	CTP 10
Yukon-Koyukuk	Grayling		Grayling: Airport Bridge	7380	CTP 10
Yukon-Koyukuk	Grayling		Grayling: Community Roads	12779	CTP 10
Yukon-Koyukuk	Hughes		Hughes Landfill / Cemetery Road	3809	CTP 12
Yukon-Koyukuk	Huslia		Huslia: Landfill Road	3811	CTP 12
Yukon-Koyukuk	Kaltag		Kaltag: Community Road Improvements	16091	CTP 16
Yukon-Koyukuk	Livengood	Dalton	MP 0.0 to 9 Reconstruction - Livengood to 9 Mile Hill	2087	NHS 13
Yukon-Koyukuk	Livengood	Dalton	MP 11 to 18 Reconstruction	2089	NHS 14
Yukon-Koyukuk	Livengood	Dalton	MP 18 to 22 Surfacing	10557	NHS 14
Yukon-Koyukuk	Livengood	Dalton	MP 22 to 37 Reconstruction - Hess Creek Area	2090	NHS 14
Yukon-Koyukuk	Livengood	Dalton	MP 37 to 49 Reconstruction - Hess Creek to Yukon River	2091	NHS 14
Yukon-Koyukuk	Livengood		MP 73 to 108 Rehabilitation (Dalton Hwy-Minto Jct.)	3885	AHS 3
Yukon-Koyukuk	Livengood	Dalton	MP 9 to 11 Reconstruction - 9-Mile Hill	2088	NHS 13
Yukon-Koyukuk	Manley Hot Springs		MP 138 to 150 Reconstruction (Baker Creek-Manley)	3890	AHS 3
Yukon-Koyukuk	Minto		MP 108 to 120 Rehabilitation (Minto Jct. Area)	3887	AHS 3
Yukon-Koyukuk	Nenana	Parks	MP 287 to 303 Rehabilitation	6094	NHS 23
Yukon-Koyukuk	Nenana	Parks	MP 303 to 314 Rehabilitation	10546	NHS 23
Yukon-Koyukuk	Nenana		Nenana Port Access	11920	NHS 9
Yukon-Koyukuk	Nulato		Nulato: Local Road Improvements and Extension	3714	CTP 24
Yukon-Koyukuk	Rampart		Rampart Road Eureka Connector	13979	AHS 8
Yukon-Koyukuk	Ruby		Ruby: Community Road Improvements & Construction	16176	CTP 27
Yukon-Koyukuk	Shageluk		Shageluk: Airport Access Road	3687	CTP 28
Yukon-Koyukuk	Stevens Village		Dalton Hwy: MP 57 Yukon Crossing Intermodal Facilities	3972	TRAAK 1
Yukon-Koyukuk	Stevens Village		Stevens Village: Sanitation Road	3653	CTP 30
Yukon-Koyukuk	Tanana		Tanana Multi-Purpose Road Rehabilitation	17082	CTP 31
Yukon-Koyukuk	Tanana		Tanana: Community Road Improvements	3637	CTP 31
Yukon-Koyukuk	Venetie		Venetie: Sanitation Road Construction	3604	CTP 33
Yukon-Koyukuk	Wiseman	Dalton	MP 175 to 209 Reconstruction - Coldfoot to Dietrich	12625	NHS 14
Yukon-Koyukuk	Wiseman	Dalton	MP 209 to 235 Reconstruction - Dietrich to NSB Boundary	2096	NHS 15

FEDERAL HIGHWAY PROGRAM				
FFY 2004 - FFY 2006 Estimated Available Funds	Carryover	FFY 2004	FFY 2005	FFY 2006
Interstate Maintenance - IM		45,700.0	45,700.0	51,184.0
Highway Planning and Research - PLNG		5,900.0	5,900.0	6,608.0
Metropolitan Planning - URPL		975.0	975.0	1,092.0
Bridge Rehabilitation and Replacement - BR		23,700.0	23,700.0	26,544.0
National Highway System - NHS		47,200.0	47,200.0	52,864.0
Mandatory Congestion Mitigation / Air Quality - CMAQ		5,500.0	5,500.0	6,160.0
Safety - SA		4,500.0	4,500.0	5,040.0
Safety Sanction - SA 402		10,000.0	10,000.0	11,200.0
Transportation Enhancements - TE		6,300.0	6,300.0	7,056.0
Surface Transportation Research Earmark - STR		0.0	0.0	0.0
Surface Transportation Program/Flexible - STP		161,000.0	161,000.0	180,320.0
Recreational Trails - RTP		725.0	725.0	812.0
Haines Highway & Southeast Ferries - SHAK		120,576.7	16,650.0	2,921.0
GARVEE bonds		68,842.0	5,561.9	14,873.1
Scenic Byways Grant - Scenic Byways		240.0	240.0	240.0
Alaska Ferry Boat Discretionary - FBD & FBDA		12,718.0	10,000.0	10,000.0
Public Lands Discretionary - PLD		455.0	0.0	0.0
Forest Highway - FH		10,700.0	0.0	2,800.0
TEA 21 High Priority Projects - HIPRI		8,600.0	1,600.0	5,315.2
Transportation & Community & System Preservation - TCSP		0.0	0.0	0.0
Intelligent Transportation System - ITS		1,925.4	0.0	0.0
National Corridor Planning and Development Program - NCPDP		0.0	0.0	0.0
Congressional earmarks - EMRK		4,179.0	0.0	8,643.0
State Match and Unforeseen Ineligible Costs		43,269.2	35,893.7	36,963.4
Local Match and Other Funds		37,402.5	9,945.9	16,236.3
Total Program Funding	0.0	620,407.8	391,391.5	446,872.1
FFY 04 - FFY 06 Proposed Program		FFY 2004	FFY 2005	FFY 2006
Interstate Maintenance - IM		67,317.8	22,804.8	53,401.8
Highway Planning and Research - PLNG		5,880.0	5,880.0	5,880.0
Metropolitan Planning - URPL		1,000.7	1,000.7	1,000.7
Bridge Rehabilitation and Replacement - BR		14,426.1	36,038.1	22,134.1
National Highway System - NHS		28,458.9	52,329.5	67,946.6
Mandatory Congestion Mitigation / Air Quality - CMAQ		7,277.6	7,277.6	5,458.2
Safety - SA		4,486.5	4,488.8	4,488.8
Safety Sanction - SA 402		10,289.0	5,015.0	6,415.0
Transportation Enhancements - TE		6,853.1	6,251.8	6,514.2
Surface Transportation Research Earmark - STR		0.0	0.0	0.0
Surface Transportation Program/Flexible - STP		164,987.4	172,056.1	168,501.4
Recreational Trails - RTP		400.0	400.0	400.0
Haines Highway & Southeast Ferries - SHAK		120,576.7	16,650.0	2,921.0
GARVEE bonds		68,842.0	5,561.9	14,873.1
Scenic Byways Grant - Scenic Byways		240.0	240.0	240.0
Alaska Ferry Boat Discretionary - FBD & FBDA		13,018.0	3,000.0	11,096.0
Public Lands Discretionary - PLD		455.0	0.0	0.0
Forest Highway - FH		10,700.0	0.0	2,800.0
TEA 21 High Priority Projects - HIPRI		8,600.0	1,600.0	5,315.2
Transportation & Community & System Preservation - TCSP		0.0	0.0	0.0
Intelligent Transportation System - ITS		1,925.4	0.0	0.0
National Corridor Planning and Development Program - NCPDP		0.0	0.0	0.0
Congressional earmarks - EMRK		4,179.0	0.0	8,643.0
State Match and Unforeseen Ineligible Costs		43,269.2	35,893.7	36,963.4
Local Match and Other Funds		37,402.5	9,945.9	16,236.3
Total Program Funding		620,584.9	386,433.8	441,228.9

Need ID	Highway	Location	Project Description/Funding Source	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
17201			Permanent Emergency Highway Repairs - Denali Earthquake	2					
			Emergency highway repairs arising from the Denali earthquake. Project funding to be reimbursed at a later date with federal emergency repair funds.	3					
				7					
				4					
			Federal	NHS	0.0	0.0	0.0		
			State			0.0	0.0	0.0	
			Other	ER					
			Project Total			0.0	0.0	0.0	28,700.0
17202			Permanent Emergency Highway Repairs - Kenai Peninsula Flooding	2					
			Emergency highway repairs arising from flooding on the Kenai Peninsula. Project funding to be reimbursed at a later date with federal emergency repair funds.	3					
				7					
				4					
			Federal	STP	0.0	0.0	0.0		
			Federal	IM	0.0	0.0	0.0		
			State		0.0	0.0	0.0		
			Other	ER					
			Project Total			0.0	0.0	0.0	16,200.0
14081		Statewide	Hightower Lighting System Replacement	2					
			Replace hightower foundations, poles, lighting chandeliers, and lowering and lifting devices as needed to meet standards,	7		130.0			
				4		5,000.0			
			Federal	IM	4,791.4	0.0	0.0		
						State	338.6	0.0	
			Other						
			Project Total			5,130.0	0.0	0.0	0.0
2189	Glenn	Anchorage	Gambell Street to McCarrey Street Reconstruction	2		1,400.0			
			Reconstruct from Gambell Street to McCarrey Street, as recommended in the AMATS 1991 long range transportation plan, to meet long-term capacity needs.	3				← 3,100.0	
				7			← 1,400.0		
				4			← 15,820.0		
			Federal	IM	1,307.6	0.0	0.0		
			State	92.4	0.0	0.0			
			Other						
			Project Total			1,400.0	0.0	0.0	57,620.0

Need ID	Highway	Location	Project Description/Funding Source	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
2201	Seward	Anchorage	New Seward Highway: 36th to 20th Avenue	2					
			Identify needed transportation improvements consistent with the Anchorage Long Range Transportation Plan, and prepare the appropriate environmental document for those improvements.	3					
				7					
				4					
			Federal		IM	0.0	0.0	0.0	
			State			0.0	0.0	0.0	
			Other						
			Project Total			0.0	0.0	0.0	86,000.0
14079	Seward	Anchorage	New Seward Highway: Potter to Rabbit Creek	2			500.0		
			Rehabilitate the New Seward Highway from Potter to Rabbit Creek. Evaluate need for passing lanes and/or realignment.	3					
				7					
				4					
			Federal		IM	0.0	467.0	0.0	
			State			0.0	33.0	0.0	
			Other						
			Project Total			0.0	500.0	0.0	9,100.0
2202	Seward	Anchorage	New Seward Highway: Rabbit Creek to 36th Avenue	2			3,600.0		
			Analyze and identify needed transportation improvements in the Seward Highway Corridor between Rabbit Creek and 36th Avenue. Improvement to be considered may include, but are not limited to: widening from four to six lanes; modify existing interchanges; grade separation at 36th Ave.; extend western frontage road between Dimond Blvd. and O'Malley Rd.; overcrossings at 68th, 76th and 92nd Avenues; and pedestrian and bike facilities.	3					
				7					
				4					
			Federal		IM	0.0	3,362.4	1,027.4	
			State			0.0	237.6	72.6	
			Other						
			Project Total			0.0	3,600.0	1,100.0	105,000.0

Need ID	Highway	Location	Project Description/Funding Source	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
6664		Anchorage	NHS Intersection Improvements	2					
			Design and construct improvements to enhance traffic flow on the Glenn Highway from Airport Heights to McCarry Street; on Tudor Rd at Old Seward and Bragaw St., and on Minnesota and Northern Lights Blvd.	3		250.0			
				7			250.0		
				4			3,700.0		
					Federal	227.4	3,593.3	0.0	
					State	22.6	356.7	0.0	
					Other				
			Project Total			250.0	3,950.0	0.0	0.0
7373		Anchorage	International Airport Road at New Seward Highway Grade Separation	2			1,100.0		
			Construct grade separated intersection on the New Seward Highway at International Airport Road including trails and landscaping.	3				50.0	
				7					
				4					
					Federal	0.0	1,027.4	46.7	
					State	0.0	72.6	3.3	
					Other				
			Project Total			0.0	1,100.0	50.0	11,190.0
7374		Anchorage	International Airport Road Interchanges & RR Grade Separations at Jewel Lake Road and Int'l Airport Road and at Postmark Drive and Int'l Airport Road.	2					
			Construct interchange at Jewel Lake Road/Spenard Road and International Airport Road. Will also grade separate RR crossings for International Airport and Spenard Roads and improve safety and capacity. Trails and landscaping included. Project also reevaluates environmental document and designs the interchange at Postmark Drive.	3					
				7					
				4					
					Federal	0.0	0.0	0.0	
					State	0.0	0.0	0.0	
					Other				
			Project Total			0.0	0.0	0.0	26,500.0
12621		Anchorage	O'Malley Road Interchanges at Old and New Seward Highways	2				1,500.0	
			Develop directional interchange at New Seward Highway. Project will elevate Old Seward Highway over O'Malley Road.	7					
				4					
					Federal	0.0	0.0	1,401.0	
					State	0.0	0.0	99.0	
					Other				
			Project Total			0.0	0.0	1,500.0	35,500.0

Need ID	Highway	Location	Project Description/Funding Source	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
12620		Anchorage	O'Malley Road/C Street Interchange	3		1,002.0			
			Develop interchange on O'Malley Road at C Street. The current C Street Extension project is designing the interchange at C Street and O'Malley Road.	7		340.0	160.0		
				4		24,100.0			
			Federal		GARVEE	25,442.0	160.0	0.0	
			State			0.0	0.0	0.0	
			Other						
			Project Total			25,442.0	160.0	0.0	0.0
17021			Central Region Guardrail End Treatment Upgrade	2		200.0			
			Project will replace guardrail end terminals that do not meet current crashworthiness standards, and may include upgrading of guardrail that does not meet current standards (project in 7365 Central Region NHS Pavement and Bridge Refurbishment) .	4		900.0		900.0	
			Federal		NHS	1,000.7	0.0	818.7	
			State			99.3	0.0	81.3	
			Other						
			Project Total			1,100.0	0.0	900.0	0.0
2107	Steese	Fairbanks	Steese Highway/3rd Street Intersection	2		200.0			
			Major reconstruction to include added through lanes and turn lanes on 3rd Street at the intersection with the Steese Highway.	3			5,600.0		
				7				1,610.0	
				4					
			Federal		STP	181.9	5,094.3	1,464.6	
			State			18.1	505.7	145.4	
			Other						
			Project Total			200.0	5,600.0	1,610.0	4,600.0
17976		Fairbanks	NHS Noise Study	2				50.0	
			Conduct a traffic generated noise study/reconnaissance at selected locations on the National Highway system within the Fairbanks Metropolitan Planning Area.	3					
				7					
				4					
			Federal		NHS	0.0	0.0	45.5	
			State			0.0	0.0	4.5	
			Other						
			Project Total			0.0	0.0	50.0	0.0

Need ID	Highway	Location	Project Description/Funding Source	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
2108		Fairbanks	Airport Way Corridor Capacity and Safety Improvements	2					
			Capacity and safety improvements.	3					
				4					
			Federal	NHS	0.0	0.0	0.0		
			State			0.0	0.0	0.0	
			Other						
			Project Total			0.0	0.0	0.0	12,200.0
17129		Fairbanks	Airport Way Frontage Road Lathrop High School Realignment	2					
			Realign the Airport Way Frontage Road near Lathrop High School.	3					
				4					
			Federal	NHS	0.0	0.0	0.0		
			State			0.0	0.0	0.0	
			Other						
			Project Total			0.0	0.0	0.0	700.0
15685		Fairbanks	Fairbanks: Airport Road Intersection Improvements	2		150.0			
			Resolve the access problems to Airport Road, Dale Road and the Airport Access Road.	3			400.0		
				7			200.0		
				4					
			Federal	NHS	136.5	363.9	181.9		
			State		13.5	36.1	18.1		
			Other						
			Project Total		150.0	400.0	200.0	1,300.0	
6657		Fairbanks	Airport/Cushman Intersection Improvements	2		200.0			
			Upgrade the intersection of Airport Way and Cushman Street.	3			2,000.0		
				7			2,900.0		
				4					
			Federal	NHS	181.9	4,457.5	0.0		
			State		18.1	442.5	0.0		
			Other						
			Project Total		200.0	4,900.0	0.0	4,000.0	
11839		Fairbanks	Johansen Expressway/Alaska Railroad Access	2		400.0			
			New intersection for access to the new ARR passenger terminal site.	3			250.0		
				7			250.0		
				4					
			Federal	NHS	363.9	227.4	227.4		
			State		36.1	22.6	22.6		
			Other						
			Project Total		400.0	250.0	250.0	9,100.0	

Need ID	Highway	Location	Project Description/Funding Source	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
2156	Haines	Haines	Ferry Terminal through town to Old Haines Highway	2					
			Reconstruct to NHS standards, including a paved width of 36 feet and the addition of clear zones, between the ferry terminal and Second Avenue. Enhance turn-outs. Within town, grind and resurface pavements, address sidewalk deficiencies and revise deficient intersections to improve safety. Rehabilitate pavement on the alternate route for trucks.	7				100.0	
				4				12,000.0	
					Federal	NHS	0.0	0.0	11,007.4
					State		0.0	0.0	1,092.6
					Other				
			Project Total			0.0	0.0	12,100.0	0.0
11180	Egan	Juneau	Egan Drive: Harbor Area Intersection Improvement	2				100.0	
			Construct intersection improvements to Harbor Area intersections. Includes improvements or modifications to Egan Drive intersections with 12th Street, Highland Drive and with the driveways to Harris and Auroa Harbors.	3				30.0	
				7					
				4					
					Federal	NHS	0.0	0.0	118.3
					State		0.0	0.0	11.7
					Other				
			Project Total			0.0	0.0	130.0	2,230.0
10761	Egan	Juneau	Egan Drive: Intersection Improvements (Salmon Creek)	2				500.0	
			Construct an overpass over Egan between Hospital Drive and Channel Drive, entrance and exit ramps to the overpass and a eastbound deceleration lane for turns onto Channel Drive.	3					
				7					
				4					
					Federal	NHS	0.0	0.0	454.9
					State		0.0	0.0	45.2
					Other				
			Project Total			0.0	0.0	500.0	13,900.0
8299	Egan	Juneau	Egan Drive: Whittier to Main Improvements	2			20.0		
			Modify turning options to and from Egan Drive from Whittier and Willoughby to improve safety and traffic flow. Establish a pedestrian crossing at Willoughby Avenue.	3					
				7				100.0	
				4				1,800.0	
					Federal	NHS	0.0	18.2	1,728.4
					State		0.0	1.8	171.6
					Other				
			Project Total			0.0	20.0	1,900.0	0.0

Need ID	Highway	Location	Project Description/Funding Source	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06	
9419	Egan	Juneau	Egan Drive: Intersection Improvements (Tenth Street)	2						
			Under the initial phase, construct a roundabout at the intersection of the Douglas and North Douglas Highways. As a follow-up phase, add a second outbound (Downtown to Douglas) turn lane to Egan at the 10th St. intersection and construct an outbound right-turn lane for 10th St. at the intersection. Change the deck configuration on the Douglas Bridge by adding a reversible lane and removing existing shoulders.	3						
				7		50.0				
				4		1,000.0				
					Federal		NHS	955.2	0.0	0.0
					State			94.8	0.0	0.0
					Other					
			Project Total			1,050.0	0.0	0.0	6,400.0	
10760	Egan	Juneau	Egan Drive: Intersection Improvements (Vanderbilt Hill)	2						
			Establish grade separation by elevating Lemon Road and adding entrance and exit ramps to improve safety and operating characteristics at this intersection.	3						
				7						
				4						
					Federal		NHS	0.0	0.0	0.0
					State			0.0	0.0	0.0
					Other					
			Project Total			0.0	0.0	0.0	13,780.0	
6028	Egan	Juneau	Egan Drive: Sunny Point Intersection Improvements	2		400.0				
			Construct new or improved connection with Egan Drive in the West Lemon Creek Valley.	3		1,600.0				
				7				40.0		
				4				12,000.0		
					Federal		NHS	1,819.4	0.0	10,952.8
					State			180.6	0.0	1,087.2
					Other					
			Project Total			2,000.0	0.0	12,040.0	5,700.0	
10764	Egan	Juneau	Egan Drive and Glacier Hwy: Yandukin to Industrial	2				500.0		
			Design and construct improvements to improve safety and capacity improvements to improve the operating characteristics of Egan Drive and Glacier Highway between Sunny Point and Engineers cutoff, including intersections, Brotherhood Bridge, connecting roads and frontage roads.	3						
				7						
				4						
					Federal		NHS	0.0	0.0	454.9
					State			0.0	0.0	45.2
					Other					
			Project Total			0.0	0.0	500.0	106,100.0	

Need ID	Highway	Location	Project Description/Funding Source	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
2142		Juneau	Glacier Highway: Fritz Cove Road to Auke Bay Ferry Terminal	2			1,000.0		
			Reconstruct Glacier Hwy., including north Mendenhall Loop Rd. intersection, to accommodate increased volumes and changing land usage. Includes pedestrian crossing amenities between University of Alaska campus facilities that are separated by the highway.	3					
				7					
				4					
			Federal		NHS	0.0	909.7	0.0	
			State			0.0	90.3	0.0	
			Other						
			Project Total			0.0	1,000.0	0.0	13,700.0
3000		Juneau	Juneau Access EIS	2		3,000.0			
			Complete Environmental Impact Statement for analysis of improved transportation access to Juneau.						
			Federal		STP	2,729.1	0.0	0.0	
			State			270.9	0.0	0.0	
			Other						
			Project Total			3,000.0	0.0	0.0	0.0
6177	Tongass	Ketchikan	Tongass: Resurfacing, Sidewalk, and Drainage Improvements	2		100.0			
			Resurfacing widened and improved roadway with a final lift of hot asphalt pavement and install traffic markings. Replace sidewalks, drainage improvements, and upgrade lighting.	3					
				4		700.0	2,500.0		
			Federal		NHS	727.8	2,274.3	0.0	
			State			72.2	225.8	0.0	
			Other						
			Project Total			800.0	2,500.0	0.0	6,000.0
6172	Tongass	Ketchikan	Tongass: Viaducts Replacement/Rehabilitation	2		300.0			
			Replace and/or rehabilitate portions of the two deteriorating viaducts, bridge nos. 797 & 997, between mall and CBD. Restore tunnel lining and correct other deficiencies.	3		110.0			
				7		130.0			
				4		3,500.0	6,000.0		
			Federal		BR	3,232.0	4,800.0	0.0	
			State			808.0	1,200.0	0.0	
			Other						
			Project Total			4,040.0	6,000.0	0.0	0.0

Need ID	Highway	Location	Project Description/Funding Source	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
11920		Nenana	Nenana Port Access	2					
			Reconstruct and pave.	3					
				7		50.0			
				4		930.0			
			Federal	NHS	891.5	0.0	0.0		
			State		88.5	0.0	0.0		
			Other						
Project Total						980.0	0.0	0.0	0.0
13079		Nikiski	North Kenai Spur Road: MP 22-29.7	2					
			Repave the existing roadway, provide wider shoulders, improve the site distance at the Tesoro Refinery (MP 22.2), and provide pedestrian pathway between Nikski Elementary School and Nikiski High School (GO Bond project).	3					
				7		1,200.0			
				4		8,832.0			
			Federal	NHS	0.0	0.0	0.0		
			State		0.0	0.0	0.0		
			Other	bonds	10,032.0	0.0			
Project Total						10,032.0	0.0	0.0	0.0
3011	Mitkof	Petersburg	Mitkof Highway: Upgrade	2			500.0	250.0	
			Widen and pave South Mitkof Highway from Papke's Landing to South Mitkof Ferry Terminal.	3				50.0	
				4					
			Federal	NHS	0.0	454.9	272.9		
			State		0.0	45.2	27.1		
			Other						
			Project Total						
13742	Mitkof	Petersburg	Mitkof Highway: Ferry Terminal South Resurfacing and Mitkof Highway Coastal Path	2		20.0			
			Following completion of utility installation, grind and resurface Mitkof Highway from Ferry Terminal 3.5 miles to just south of Alaska Marine Lines Terminal. Construct a separated path and install lighting along the Mitkof Highway between the ferry terminal and MP 4 (ex pj. 10069).	3		100.0			
				4		4,265.0			
			Federal	NHS	3,989.0	0.0	0.0		
			State		246.0	0.0	0.0		
			Other	City	150.0				
			Project Total						

Need ID	Highway	Location	Project Description/Funding Source	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
11880			Southeast Alaska Transportation Plan Implementation Management						
			Management and coordination of plan implementation.	8		150.0	150.0	150.0	
					Federal	NHS	136.5	136.5	136.5
					State		13.5	13.5	13.5
					Other				
			Project Total			150.0	150.0	150.0	450.0
10999			Rocky Gutierrez Airport Access Improvements	2		50.0			
			Reconstruct, realign and widen Sitka airport access road. 0.5 mile section terminating at airport deficient in width and badly deteriorated. Project will improve circulation in terminal area and parking lot access.	3			500.0		
				7				200.0	
				4				2,300.0	
					Federal	NHS	45.5	454.9	2,274.3
					State		4.5	45.2	225.8
					Other				
			Project Total			50.0	500.0	2,500.0	0.0
17661			NHS GARVEE Bonds Debt Service Payment	all		5,373.7	5,373.7	5,333.7	
			Payment of debt service on GARVEE bonds.						
					Federal	NHS	4,836.3	4,836.3	4,796.3
					State		0.0	0.0	0.0
					Other	inv ern	537.4	537.4	537.4
			Project Total			5,373.7	5,373.7	5,333.7	37,037.2
7139			NHS Roadside Historical Interpretive Signage	2					
			Design and install signs at historical locations on the National Highway System. These signs will provide information about the history of the local area or landmarks.	4		250.0			
					Federal	NHS	227.4	0.0	0.0
					State		22.6	0.0	0.0
					Other				
			Project Total			250.0	0.0	0.0	0.0
17966			NHS Highway Information System	2		950.0			
			Plan, design, and install highway information system along NHS routes to include low power FM radio and variable message signs, as part of overall 511.gov strategy and Amber Alert strategy. System will be used to provide realtime travel events and other issues affecting travel (IWAYS).	4					
					Federal	NHS	259.3	0.0	0.0
					Federal	ITS	432.1		
					State		258.6	0.0	0.0
					Other				
			Project Total			950.0	0.0	0.0	0.0

Need ID	Highway	Location	Project Description/Funding Source	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
13400			Traveler Information Signs	2		15.0	15.0	15.0	
			Design and implement Community Service Sign Program on NHS routes statewide. Address illegal signage.	4		100.0	100.0	100.0	
			Federal		NHS	104.6	104.6	104.6	
			State		10.4	10.4	10.4		
			Other						
Project Total						115.0	115.0	115.0	420.0
7519			Weigh-In-Motion Equipment	2			80.0		
			Purchase and installation of Federally required weigh-in-motion equipment at sites on National Highway System.	4		1,160.0	900.0		
			Federal		IM	1,083.4	915.3	0.0	
			State		76.6	64.7	0.0		
			Other						
Project Total						1,160.0	980.0	0.0	0.0
15682			Valdez: Dayville Road Bridges	2					
			Replace deficient bridges on Dayville Road between MP 0.5 and 4.5 (Advance construct in 2004).	4			17,000.0		
			Federal		BR	0.0	13,600.0	0.0	
			State		0.0	3,400.0	0.0		
			Other		AC				
Project Total						0.0	17,000.0	0.0	0.0
6149			Valdez: Dayville Road Improvements	2					
			Rehabilitate and widen. Includes bike-ped trail (advance construct in 2004).	3					
				7		1,100.0			
				4		11,000.0			
			Federal		IM/S	11,007.4	0.0	0.0	
State		1,092.6	0.0	0.0					
Other		AC							
Project Total						12,100.0	0.0	0.0	0.0
11439			Whittier: Maintenance and Operations						
			Federal-Aid eligible portion of Whittier tunnel and approaches maintenance and operations.	4		2,000.0	2,000.0	2,000.0	
			Federal		NHS	1,819.4	1,819.4	1,819.4	
			State		180.6	180.6	180.6		
			Other						
Project Total						2,000.0	2,000.0	2,000.0	6,000.0
10547	Alaska		MP 1222 to 1235 Rehabilitation	2		500.0	410.0		
			Leveling and resurfacing.	4					
			Federal		IM	467.0	382.9	0.0	
			State		33.0	27.1	0.0		
			Other						
Project Total						500.0	410.0	0.0	9,000.0

Need ID	Highway	Location	Project Description/Funding Source	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
10548	Alaska		MP 1256 to 1270 Rehabilitation	2					
			Leveling and Resurfacing.	4					
			Federal		IM	0.0	0.0	0.0	
			State			0.0	0.0	0.0	
			Other						
Project Total						0.0	0.0	0.0	7,560.0
6088	Alaska		MP 1269 to 1314 Rehabilitation - Northway Junction to Tok	2			150.0		
			Relevel, resurface and install WIM - Northway Junction to Tok.	4				7,770.0	
			Federal		IM	0.0	140.1	7,257.2	
			State			0.0	9.9	512.8	
			Other						
Project Total						0.0	150.0	7,770.0	0.0
7367	Alaska		MP 1308 - Tok Weigh Station	2		200.0			
			New weighing system facility to facilitate simultaneous axle group and gross weight indications for truck weight enforcement.	3			50.0		
				7			25.0		
				4				1,650.0	
			Federal		IM	186.8	70.1	1,541.1	
State			13.2	5.0	108.9				
Other									
Project Total						200.0	75.0	1,650.0	0.0
10549	Alaska		MP 1314 to 1328 Rehabilitation	2					
			Leveling and Resurfacing.	4					
			Federal		IM	0.0	0.0	0.0	
			State			0.0	0.0	0.0	
			Other						
Project Total						0.0	0.0	0.0	11,000.0
6089	Alaska		MP 1328 to 1354 Rehabilitation	2					
			Leveling and Resurfacing.	7					
				4					
			Federal		IM	0.0	0.0	0.0	
			State			0.0	0.0	0.0	
Other									
Project Total						0.0	0.0	0.0	13,050.0

Need ID	Highway	Location	Project Description/Funding Source	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
10550	Alaska		MP 1354 to 1364 Rehabilitation	2					
			Rehabilitate, restore, and resurface MP 1354 to 1364, including replacement of a large diameter culvert at MP 1361.7.	7					
				4					
			Federal		IM	0.0	0.0	0.0	
			State			0.0	0.0	0.0	
			Other						
			Project Total			0.0	0.0	0.0	0.0
10551	Alaska		MP 1412 to 1422 Rehabilitation	2			300.0	300	
			Leveling and Resurfacing.	4					
			Federal		IM	0.0	280.2	280.2	
			State			0.0	19.8	19.8	
			Other						
			Project Total			0.0	300.0	300.0	4,000.0
6036	Dalton/Elliott		MP 4 to 28 Rehabilitation	2			925.0		
			Relevel and resurface.	4					
			Federal		NHS	0.0	841.5	0.0	
			State			0.0	83.5	0.0	
			Other						
			Project Total			0.0	925.0	0.0	8,400.0
2087	Dalton		MP 0.0 to 9 Reconstruction - Livengood to 9 Mile Hill	2					
			Reconstruction, including realignment, widening, repair and resurfacing between Livengood to 9 Mile Hill.	3					
				4					
			Federal		NHS	0.0	0.0	0.0	
			State			0.0	0.0	0.0	
			Other						
			Project Total			0.0	0.0	0.0	11,350.0
2088	Dalton		MP 9 to 11 Reconstruction - 9-Mile Hill	2			600.0		
			Reconstruction, including widening, spot repairs and resurfacing at 9 Mile Hill.	3					
				7					
				4					
			Federal		NHS	0.0	545.8	0.0	
			State			0.0	54.2	0.0	
			Other						
			Project Total			0.0	600.0	0.0	6,070.0

Need ID	Highway	Location	Project Description/Funding Source	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
2089	Dalton		MP 11 to 18 Reconstruction	2			540.0		
			Reconstruction, including widening, repair, resurfacing, and enhancements.	3				100.0	
				4					
			Federal		NHS	0.0	491.2	91.0	
			State			0.0	48.8	9.0	
			Other						
			Project Total			0.0	540.0	100.0	11,000.0
10557	Dalton		MP 18 to 22 Surfacing	2			20.0		
			Resurface.	4				4,700.0	
			Federal		IM/S	0.0	18.2	4,275.6	
			State			0.0	1.8	424.4	
			Other						
			Project Total			0.0	20.0	4,700.0	0.0
2090	Dalton		MP 22 to 37 Reconstruction - Hess Creek Area	2					
			Reconstruction, including widening, repair, resurfacing, and enhancements.	3					
				4					
			Federal		NHS	0.0	0.0	0.0	
			State			0.0	0.0	0.0	
			Other						
			Project Total			0.0	0.0	0.0	11,030.0
2091	Dalton		MP 37 to 49 Reconstruction - Hess Creek to Yukon River	2				50.0	
			Reconstruction, including widening, repair, resurfacing, and enhancements.	4					
			Federal		NHS	0.0	0.0	46.7	
			State			0.0	0.0	3.3	
			Other						
			Project Total			0.0	0.0	50.0	17,050.0
12625	Dalton		MP 175 to 209 Reconstruction - Coldfoot to Dietrich	2		60.0			
			Rehabilitation, including widening, repair, resurfacing and enhancements. Enhancements will include, but are not limited to, MP 188.6 - Middle Fork Koyukuk River Access and MP 207 - Bettles River Access.	4				17,050.0	
			Federal		EMRK	0.0	0.0	8,643.0	
			Federal		IM/S	54.6	0.0	6,867.4	
			State			5.4	0.0	1,539.6	
			Other						
			Project Total			60.0	0.0	17,050.0	0.0

Need ID	Highway	Location	Project Description/Funding Source	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
2096	Dalton		MP 209 to 235 Reconstruction - Dietrich to NSB Boundary	2					
			Reconstruction, including widening, repair, resurfacing, and enhancements.	4					
			Federal		NHS	0.0	0.0	0.0	
			State			0.0	0.0	0.0	
			Other						
Project Total						0.0	0.0	0.0	8,800.0
2097	Dalton		MP 235 to 240 Reconstruction - NSB Boundary to Chandalar	2					
			Reconstruction, including widening, repair resurfacing, and enhancements from NSB Boundary to Chandalar	3					
				4					
			Federal		NHS	0.0	0.0	0.0	
			State			0.0	0.0	0.0	
Project Total						0.0	0.0	0.0	8,100.0
16544	Dalton		MP 240-247 Reconstruction - Atigun Pass	2					
			Reconstruction, including widening, realignment, surfacing and a new bridge at W. Fork of N. Fork of Chandalar River.	3					
				4					
			Federal		NHS	0.0	0.0	0.0	
			State			0.0	0.0	0.0	
Project Total						0.0	0.0	0.0	19,500.0
17128	Dalton		Dalton Highway Culverts MP 260-315	2		290.0			
			Repair or replace damaged culverts between Mileposts 260 and 315.	3					
				4			1,830.0		
			Federal		NHS	263.8	0.0	1,664.8	
			State			26.2	0.0	165.2	
Project Total						290.0	0.0	1,830.0	0.0
2098	Dalton		MP 247 to 274 Reconstruction and Enhancements - Atigun Pass to Galbraith Lake Airport	2					
			Reconstruction, including widening, repair, resurfacing and enhancements between Atigun Pass and Galbraith Lake Airport.	4					
			Federal		NHS	0.0	0.0	0.0	
			Federal		TE	0.0	0.0	0.0	
			State			0.0	0.0	0.0	
Project Total						0.0	0.0	0.0	16,500.0

Need ID	Highway	Location	Project Description/Funding Source	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
2100	Dalton		MP 274 to 289 Reconstruction - Galbraith Lake Airport to Kugaruk River	2					
			Reconstruction, including widening, repair, resurfacing and enhancements at MP 272-Galbraith Lake Wayside, MP 286-Toolik Lake Overlook. Project work is between Galbraith Lake Airport to Kugaruk River.	3					
				4					
			Federal	NHS	0.0	0.0	0.0		
			State		0.0	0.0	0.0		
			Other						
			Project Total			0.0	0.0	0.0	8,400.0
2101	Dalton		MP 289 to 305 Reconstruction - Kugaruk River to Slope Mountain	2					
			Reconstruction, including widening, repair, resurfacing and enhancements from Kugaruk River to Slope Mountain.	3					
				4					
			Federal	NHS	0.0	0.0	0.0		
			State		0.0	0.0	0.0		
			Other						
			Project Total			0.0	0.0	0.0	10,400.0
2102	Dalton		MP 305 to 335 Reconstruction - Slope Mountain to Happy Valley	2					
			Reconstruction, including widening, repair, resurfacing and enhancements from Slope Mountain to Happy Valley.	3					
				4					
			Federal	NHS	0.0	0.0	0.0		
			State		0.0	0.0	0.0		
			Other						
			Project Total			0.0	0.0	0.0	10,350.0
12659	Dalton		MP 362 to 414 Reconstruction	2					
			Reconstruction, including widening, repair and resurfacing.	3					
				4					
			Federal	EMRK	0.0	0.0	0.0		
			Federal	NHS	0.0	0.0	0.0		
			State		0.0	0.0	0.0		
			Other						
			Project Total			0.0	0.0	0.0	29,103.0
7620	Dalton		MP 399 North Erosion Control	2					
			Correct erosion problems at MP 399, 406 and 414.5.	3					
				4		1,000.0			
			Federal	NHS	909.7	0.0	0.0		
			State		90.3	0.0	0.0		
			Other						
			Project Total			1,000.0	0.0	0.0	0.0

Need ID	Highway	Location	Project Description/Funding Source	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
18001	Glenn		MP 41 Dogwood Intersection	2		150.0			
			Construct and signalize new intersection on Glenn Highway at Dogwood.	3		50.0			
				7		50.0			
				4		900.0			
			Federal	IM	1,074.1	0.0	0.0		
			State		0.0	0.0	0.0		
			Other		75.9				
Project Total						1,150.0	0.0	0.0	0.0
11959	Glenn		MP 34 to 42 Reconstruction - Parks to Old Glenn Highway (Palmer)	2				1,500.0	
			Reconstruct to four lanes, pathway and shoulders. Accommodate turning movements and add traffic and safety improvements as necessary.	3					
				7					
				4					
			Federal	IM	0.0	0.0	1,401.0		
			State		0.0	0.0	99.0		
			Other						
Project Total						0.0	0.0	1,500.0	25,200.0
2320	Glenn		MP 53 to 56 Reconstruction - Moose Creek Canyon	2			1,000.0		
			Reconstruct from MP 53 to MP 56, including replacement of the Moose Creek Bridge. Project straightens horizontal curve. Evaluate erosion at MP 49 and construct needed improvements.	3					
				7					
				4					
			Federal	IM	0.0	934.0	0.0		
			State		0.0	66.0	0.0		
			Other						
Project Total						0.0	1,000.0	0.0	13,100.0
2324	Glenn		MP 66.5 to 80 Reconstruction - Chickaloon	2				1,500.0	
			Reconstruct from King River (MP 68) to just past Bonnie Lake Road (MP 84). The major realignments will be near Fish Lakes Road (MP 72) and the Chickaloon River (MP 78).	3					
				7					
				4					
			Federal	IM	0.0	0.0	1,401.0		
			State		0.0	0.0	99.0		
			Other						
Project Total						0.0	0.0	1,500.0	45,600.0

Need ID	Highway	Location	Project Description/Funding Source	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
2325	Glenn		MP 80 to 92 Reconstruction - Long Lake to Cascade	2				1,000.0	
			Reconstruct and realign from approximately MP 85 (Long Lake) to MP 92 (Cascade). Includes enhancements to Long Lake Wayside.	3					
				7					
				4					
					Federal	IM	0.0	0.0	934.0
					State		0.0	0.0	66.0
					Other				
			Project Total			0.0	0.0	1,000.0	35,900.0
2326	Glenn		MP 92 to 97 Reconstruction - Cascade to Hicks Creek	2					
			Reconstruct roadway, widen and add passing lanes, from 1 mile west of the Cascade Maintenance & Operations Station to just east of Hicks Creek. Replace the Hicks Creek Bridge # 0547.	3					
				4				15,000.0	
					Federal	IM	0.0	0.0	14,010.0
					State		0.0	0.0	990.0
					Other				
			Project Total			0.0	0.0	15,000.0	10,000.0
17385	Glenn		MP 58 and MP 97 Slides Repair	2		250.0			
			This project will repair two embankment failures and replace the pavements on the Glenn Highway at MP 58 and at MP 97. The failure at MP 58 is about 1,300 feet, and the other failure extends about 350 feet. Project will include additional geotechnical investigations to include drilling, sampling and soils testing to determine the cause of the failure and develop slide stabilization alternatives. Both repairs will stabilize the embankment failures and eliminate the need for long term maintenance.	3					
				7			20.0		
				4			1,900.0		
					Federal	IM	233.5	1,793.3	0.0
					State		16.5	126.7	0.0
					Other				
			Project Total			250.0	1,920.0	0.0	0.0
10556	Glenn		MP 127 to 138 Rehabilitation - Regional Boundary to Little Nelchina River	2					
			Relevel and resurface.	4					
					Federal	IM	0.0	0.0	0.0
					State		0.0	0.0	0.0
					Other				
			Project Total			0.0	0.0	0.0	9,740.0

Need ID	Highway	Location	Project Description/Funding Source	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06	
6381	Glenn		MP 138 to 172 Rehabilitation - Little Nelchina River to Tolsona River Relevel and resurface.	2						
				4						
					Federal	IM	0.0	0.0		0.0
					State		0.0	0.0		0.0
					Other					
			Project Total			0.0	0.0	0.0	18,000.0	
6382	Glenn		MP 172 to 189 Rehabilitation - Tolsona River to Richardson Hwy. Jct. Relevel and resurface. Includes bikeway.	2			200.0			
				3				200.0		
				7				200.0		
				4						
					Federal	IM	0.0	186.8		373.6
		State	0.0	13.2	26.4					
		Other								
			Project Total			0.0	200.0	400.0	11,500.0	
2152	Haines		MP 3.5 to 25.3 Reconstruction - Airport to Bluffs Realign and widen, including replacement of the Chilkat River Bridge. Straighten curves to meet 55 mph design speed. Provide a long-term solution to debris flow problems near MP 19 and 23. Enhancements are planned along the Chilkat River and at the Mt. Ripinsky trailhead.	2		2,000.0		800.0		
				3						
				7						
				4						
					Federal	SHAK	2,000.0	0.0		800.0
		State	0.0	0.0	0.0					
		Other								
			Project Total		2,000.0	0.0	800.0	34,700.0		
14083	Parks		Alternative Parks Highway Corridor Project Begin environmental and design work on an alternative Parks Highway route for through traffic.	2						
				3						
				4						
					Federal	NHS	0.0	0.0		0.0
					State		0.0	0.0		0.0
		Other								
			Project Total		0.0	0.0	0.0	35,500.0		

Need ID	Highway	Location	Project Description/Funding Source	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
2565	Parks		MP 39 to 42.1 Rehabilitation - Seward Meridian Road to Crusey Street	2					
			Upgrade from Seward Meridian Road to Crusey Street to a multi-lane facility. Pedestrian facilities and landscaping will be included.	3					
				7		5,500.0			
				4		16,300.0			
			Federal	IM	20,361.2	0.0	0.0		
			State		1,438.8	0.0	0.0		
			Other						
Project Total						21,800.0	0.0	0.0	0.0
2564	Parks		MP 39: Seward Meridian Interchange	2					
			Construct an interchange at the junction of the Parks Highway and Seward Meridian Road.	7					
				4		12,000.0			
			Federal	IM	11,208.0	0.0	0.0		
			State		792.0	0.0	0.0		
			Other						
			Project Total						
2566	Parks		MP 42.1 to 44 Reconstruction - Crusey Street to Lucas Road	2					
			Rehabilitate the existing five-lane facility from Crusey Street to Lucas Road. Includes elimination of Snyder RR crossing, driveway consolidation, drainage system, landscaping and pedestrian facilities. May include a grade separation of the Alaska Railroad and the Parks Highway.	3		2,800.0			
				7				← 700.0	
				4				← 9,500.0	
			Federal	IM	2,615.2	0.0	0.0		
			State		184.8	0.0	0.0		
			Other						
Project Total						2,800.0	0.0	0.0	10,200.0
11961	Parks		MP 44 to 52.3 Reconstruction - Lucas Road to Big Lake Cutoff	2		1,500.0			
			Widen Parks Highway to four lanes with attendant traffic and safety improvements between Wasilla and the Big Lake Cutoff.	3					
				7					
				4					
			Federal	IM	1,401.0	0.0	0.0		
			State		99.0	0.0	0.0		
			Other						
Project Total						1,500.0	0.0	0.0	20,900.0

Need ID	Highway	Location	Project Description/Funding Source	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
2563	Parks		MP 72 to 83 Reconstruction - Willow Creek to Kashwitna River	2		750.0			
			Rehabilitate pavement, widen roadway, build passing lanes and bridge improvements, and construct safety improvements as needed.	3					
				7					
				4					
				Federal	IM	682.3	0.0	0.0	
		State			67.7	0.0	0.0		
		Other							
			Project Total			750.0	0.0	0.0	24,850.0
11960	Parks		MP 83 to 98.5 Reconstruction - Kashwitna River to Talkeetna Spur Road	2					
			Rehabilitate pavement, widen roadway and construct safety improvements as needed. Eliminate at-grade Sheep Creek RR crossing at MP 91.9. Improve or replace bridges at Sheep Cr. and Montana Cr.	3					
				7					
				4					
				Federal	IM	0.0	0.0	0.0	
		State			0.0	0.0	0.0		
		Other							
			Project Total			0.0	0.0	0.0	24,850.0
11979	Parks		MP 98.5 to 115 Rehabilitation - Talkeetna Spur Rd. to Petersville Rd.	2					
			Rehabilitate pavement and construct safety improvements as needed. Eliminate Sunshine at-grade RR crossing at MP 100.7.	3					
				7					
				4					
				Federal	IM	0.0	0.0	0.0	
		State			0.0	0.0	0.0		
		Other							
			Project Total			0.0	0.0	0.0	11,410.0
11980	Parks		MP 115 to 133 Rehabilitation - Petersville Rd. to Chulitna River Bridge	2					
			Rehabilitate pavement and construct safety improvements as needed.	3					
				7					
				4					
				Federal	IM	0.0	0.0	0.0	
		State			0.0	0.0	0.0		
		Other							
			Project Total			0.0	0.0	0.0	8,260.0

Need ID	Highway	Location	Project Description/Funding Source	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06		
11981	Parks		MP 133 to 147 Rehabilitation - Chulitna River Bridge to Byers Lake Rehabilitate pavement and construct safety improvements as needed.	2							
				3							
				7							
				4							
						Federal	IM	0.0		0.0	0.0
						State		0.0		0.0	0.0
						Other					
			Project Total			0.0	0.0	0.0	6,260.0		
11982	Parks		MP 147 to 163 Rehabilitation - Byers Lake to Little Coal Creek Rehabilitate pavement and construct safety improvements as needed.	2							
				3							
				7							
				4							
						Federal	IM	0.0		0.0	0.0
						State		0.0		0.0	0.0
						Other					
			Project Total			0.0	0.0	0.0	1,250.0		
7000	Parks		MP 194 - Broad Pass RR Overcrossing Replace at-grade crossing with a highway overpass.	2			400.0				
				3			50				
				7			150.0				
				4							
						Federal	SA 402	0.0		600.0	0.0
						State		0.0		0.0	0.0
						Other					
			Project Total			0.0	600.0	0.0	8,000.0		
7001	Parks		MP 204 - Summit RR Overcrossing Replace at-grade crossing with a highway overpass.	2							
				7		110.0					
				4		3,500.0					
						Federal	NHS	0.0		0.0	0.0
						State		3,610.0		0.0	0.0
						Other					
			Project Total			3,610.0	0.0	0.0	0.0		
6820	Parks		MP 276 - Rex Railroad Overcrossing Construct a grade separated railroad grade crossing.	2							
				3							
				7							
				4				6,000.0			
						Federal	NHS	0.0		0.0	5,458.2
						State		0.0		0.0	541.8
						Other					
			Project Total			0.0	0.0	6,000.0	0.0		

Need ID	Highway	Location	Project Description/Funding Source	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06	
17943	Parks		MP 285 - Julius Creek Bridge Rehabilitate bridge.	2		150.0	100.0			
				3						
				4				1,000.0		
					Federal	IM	140.1	93.4		934.0
			State			9.9	6.6	66.0		
			Other							
			Project Total			150.0	100.0	1,000.0	0.0	
6094	Parks		MP 287 to 303 Rehabilitation Rehabilitate and resurface.	2						
				7						
				4						
					Federal	IM	0.0	0.0		0.0
			State			0.0	0.0	0.0		
			Other							
			Project Total			0.0	0.0	0.0	8,425.0	
10546	Parks		MP 303 to 314 Rehabilitation Leveling and Resurfacing.	2						
				4						
					Federal	IM	0.0	0.0		0.0
					State		0.0	0.0		0.0
			Other							
			Project Total			0.0	0.0	0.0	3,025.0	
6096	Parks		MP 314 to 325 Rehabilitation Relevel and resurface.	2						
				4						
					Federal	IM	0.0	0.0		0.0
					State		0.0	0.0		0.0
			Other							
			Project Total			0.0	0.0	0.0	9,350.0	
11859	Parks		MP 325 to 351 Rehabilitation Repair to freeze/thaw damage to the roadway that appeared in 1999.	2				50.0		
				3						
				7						
				4						
			Federal	IM	0.0	0.0	46.7			
			State		0.0	0.0	3.3			
			Other							
			Project Total			0.0	0.0	50.0	18,500.0	

Need ID	Highway	Location	Project Description/Funding Source	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
6098	Parks		MP 351 to 356 Rehabilitation	2			400.0		
			Resurface, rehabilitate, and restore. Project includes a bike trail from Ester to Fairbanks.	3					
				7					
				4					
			Federal	IM	0.0	363.9	0.0		
		State			0.0	36.1	0.0		
		Other							
		Project Total				0.0	400.0	0.0	7,850.0
10552	Richardson		MP 127 - Gulkana River Bridge #0574	2			400.0		
			Rehabilitate bridge.	4				2,000.0	
				Federal	BR	0.0	320.0	1,600.0	
				State		0.0	80.0	400.0	
				Other					
		Project Total			0.0	400.0	2,000.0	0.0	
2117	Richardson		MP 148 to 159 Reconstruction - Sourdough to Haggard Creek	2				200.0	
			Widen and reconstruct to current standards from Sourdough to Haggard Creek.	3				50.0	
				4					
				Federal	NHS	0.0	0.0	227.4	
				State		0.0	0.0	22.6	
		Other							
		Project Total			0.0	0.0	250.0	11,000.0	
2118	Richardson		MP 159 to 167 Reconstruction - Haggard Creek to Gillespie Creek	2					
			Widen and reconstruct to current standards.	3					
				4					
				Federal	NHS	0.0	0.0	0.0	
				State		0.0	0.0	0.0	
		Other							
		Project Total			0.0	0.0	0.0	13,100.0	
2119	Richardson		MP 167 to 173 Reconstruction - Gillespie Creek to Dick Lake	2					
			Widen and reconstruct to current standards.	3					
				4					
				Federal	NHS	0.0	0.0	0.0	
				State		0.0	0.0	0.0	
		Other							
		Project Total			0.0	0.0	0.0	7,600.0	

Need ID	Highway	Location	Project Description/Funding Source	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
2120	Richardson		MP 173 to 185 Reconstruction - Dick Lake to Paxson	3		410.0			
			Widen and reconstruct to current standards from Dick Lake to Paxon.	4					
			Federal		NHS	373.0	0.0	0.0	
			State			37.0	0.0	0.0	
			Other						
Project Total						410.0	0.0	0.0	17,000.0
10554	Richardson		MP 228 One Mile Creek Bridge #0591	2		600.0			
			Repair or replace bridge #0591.	3					
				4			6,000.0		
			Federal		NHS	545.8	5,458.2	0.0	
			State			54.2	541.8	0.0	
Other									
Project Total						600.0	6,000.0	0.0	0.0
17338	Richardson		MP 226 Erosion Protection	2		100.0	100.0		
			Erosion protection and embankment reconstruction. May also include reconstruction of guardrail and pavement.	3					
				4				400.0	
			Federal		NHS	91.0	91.0	363.9	
			State			9.0	9.0	36.1	
Other									
Project Total						100.0	100.0	400.0	0.0
13402	Richardson		MP 237 Donnelly Dike Repairs	2		90.0			
			Raise and extend existing Delta River bank protection. Includes bank protection at MP 226 and MP 237.	3					
				4			650.0		
			Federal		NHS	673.2	0.0	0.0	
			State			66.8	0.0	0.0	
Other									
Project Total						740.0	0.0	0.0	0.0
10555	Richardson		MP 261 to 265 Reconstruction and Replacement of MP 265 Jarvis Creek Bridge #0595.	2		500.0		400.0	
			Widen and reconstruct to current standards. Replace Jarvis Creek Bridge.	3				200.0	
				4					
			Federal		NHS	454.9	0.0	545.8	
			State			45.2	0.0	54.2	
Other									
Project Total						500.0	0.0	600.0	6,000.0

Need ID	Highway	Location	Project Description/Funding Source	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
17130	Richardson		MP 265-341 (Delta Junction to Eielson AFB) Passing Lanes	2					
			MP 265-341 (Delta Junction to Eielson AFB) Passing Lanes	3					
				7					
				4					
			Federal	IM	0.0	0.0	0.0		
			State		0.0	0.0	0.0		
			Other						
Project Total						0.0	0.0	0.0	6,500.0
12627	Richardson		MP 341 Eielson Access Ramps	2					
			Elevated Ramp for eastbound traffic to access Eielson AFB.	3					
				4			4,500.0		
			Federal	IM	0.0	0.0	4,203.0		
			State		0.0	0.0	297.0		
			Other						
			Project Total						
6817	Richardson		MP 345 - Moose Cr RR Overcrossing	2					
			Construct a grade separated railroad crossing at MP 345.	3					
				7					
				4					
			Federal	SA	0.0	0.0	0.0		
			State		0.0	0.0	0.0		
			Other						
Project Total						0.0	0.0	4,500.0	9,630.0
10544	Richardson		MP 350 - Badger Interchange Ramp and Intersection Improvements	2		240.0			
			Improvements to the highway overpass ramps and intersections at North Pole.	3		300.0			
				7		150.0			
				4			2,300.0		
			Federal	IM	504.4	140.1	2,148.2		
			State		35.6	9.9	151.8		
			Other						
Project Total						540.0	150.0	2,300.0	0.0
6104	Richardson		MP 352 to 361 Rehabilitation	2			650.0		
			Pavement rehabilitation.	7					
				4					
			Federal	IM	0.0	607.1	0.0		
			State		0.0	42.9	0.0		
			Other						
			Project Total						

Need ID	Highway	Location	Project Description/Funding Source	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
2130	Richardson		MP 354 to 357 Access/Safety Improvements (HSIP)	2		150.0	200.0		
			Access and safety improvements.	3			200.0		
				4					
			Federal		NHS	136.5	363.9	0.0	
			State			13.5	36.1	0.0	
			Project Total			150.0	400.0	0.0	3,500.0
7371	Richardson		MP 357 - Fairbanks New Weigh Station	2		200.0			
			New weighing system facility to facilitate simultaneous axle group and gross weight indications for truck weight enforcement.	3		100.0			
				7			50.0		
				4			1,400.0		
			Federal		IM	280.2	1,354.3	0.0	
			State			19.8	95.7	0.0	
			Other						
			Project Total			300.0	1,450.0	0.0	0.0
13139	Richardson		North Pole Interchange	2			276.9	323.1	
			Construct interchange in North Pole area.	3			250.0	250.0	
				7				1,000.0	
				4				13,300.0	
			Federal		GARVEE	0.0	526.9	14,873.1	
			Federal		IM	0.0	0.0	0.0	
			State			0.0	0.0	0.0	
			Other						
			Project Total			0.0	526.9	14,873.1	0.0
2614	Seward		MP 0.0 to 8 Reconstruction and Pathway - Seward to Grouse Creek Canyon Ph II	2					
			Includes surface improvements and turn lanes. Construct intersection improvements at Stoney Creek Drive and a pedestrian grade separation near Port Avenue.	3					
				7			1,200.0		
				4			17,935.0		
			Federal		NHS	0.0	17,407.1	0.0	
			Federal		BR	0.0	0.0	0.0	
			State			0.0	1,727.9	0.0	
			Other						
			Project Total			0.0	19,135.0	0.0	0.0

Need ID	Highway	Location	Project Description/Funding Source	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06				
2617	Seward		MP 18 to 25.5 Reconstruction - Snow River to Trail River	2									
			Widen to include a grade separated railroad crossing at Crown Point, replace bridges at Victor Cr., Ptarmigan Cr., Falls Cr. and Trail River; rehabilitate pavement and construct passing lanes.	3			1,000.0						
				7									
				4									
			Federal	NHS	0.0	454.9	0.0						
			Federal	BR	0.0	400.0	0.0						
			State		0.0	145.2	0.0						
			Other										
			Project Total		0.0	1,000.0	0.0	37,500.0					
			2618	Seward		MP 25.5 to 36 Reconstruction - Trail River to Sterling Wye	2						
Rehabilitate roadway to include resurfacing, and safety improvements and passing lanes as needed. Includes project 2620, Moose Pass to Sterling Wye.	3						450.0						
	7												
	4												
Federal	NHS	0.0				0.0	409.4						
State		0.0				0.0	40.6						
Other													
Project Total		0.0				0.0	450.0	20,125.0					
11939	Seward					MP 36 to 50 Rehabilitation - Seward Wye to Summit Lake	2				1,000.0		
						Rehabilitate surface, provide additional passing lanes, and widen through the avalanche area to provide more snow storage.	3						
				7									
				4									
			Federal	IM	0.0	0.0	934.0						
			State		0.0	0.0	66.0						
			Other										
			Project Total		0.0	0.0	1,000.0	9,100.0					
			12679	Seward		MP 56.2 Canyon Creek Wayside	2						
						Construct wayside facilities at Canyon Creek.	3						
	7												
	4												
Federal	IM	0.0				0.0	0.0						
State		0.0				0.0	0.0						
Other													
Project Total		0.0				0.0	0.0	925.0					

Need ID	Highway	Location	Project Description/Funding Source	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
11940	Seward		MP 57 to 65 Rehabilitation - Hope Wye to Bertha Cr. Rehabilitate pavement.	2					
				7					
				4					
				Federal	IM	0.0	0.0	0.0	
				State		0.0	0.0	0.0	
			Other						
			Project Total			0.0	0.0	0.0	3,310.0
11925	Seward		MP 75 to 90 - Ingram Creek to Girdwood Road and Bridge Rehabilitation Rehabilitate pavement and rehabilitate or replace the following bridges: Placer Creek #0627 & 0629, Portage Creek #0630 & 0631, 20 Mile River #0634, Peterson Creek #0636, Virgin Creek #0638, and Glacier Creek #0639. Provide grade separation of railroad crossing near the intersection of Portage Valley Road and the Seward Highway. Construct passing lanes. Construct a separated trail from the Alyeska Highway to Portage Valley Road.	2					
				3					
				7					
				4					
				Federal	IM	0.0	0.0	0.0	
			Federal	BR	0.0	0.0	0.0		
			State		0.0	0.0	0.0		
			Other						
			Project Total			0.0	0.0	0.0	44,860.0
12640	Seward		MP 99 to 104: Bird & Indian Improvements Design and construct Seward Highway improvements. May include possible bypass of Bird and Indian. Project includes passing lanes and bike/ped trail.	2		1,500.0			
				7					
				4					
				Federal	IM	1,364.6	0.0	0.0	
				State		135.5	0.0	0.0	
			Other						
			Project Total			1,500.0	0.0	0.0	22,000.0
12641	Seward		MP 104 to 115: Indian to Potter - Passing Lanes Design and construct passing lanes and a bike/ped trail between Indian and Potter Marsh. Includes Windy Corner project to expand and improve the existing pullout and add pedestrian/wildlife viewing, interpretation, and landscaping. Segment of Seward Highway Passing Lanes project.	2		1,000.0		1,500.0	
				7					
				4					
				Federal	IM	934.0	0.0	1,401.0	
				State		66.0	0.0	99.0	
			Other						
			Project Total			1,000.0	0.0	1,500.0	29,600.0

Need ID	Highway	Location	Project Description/Funding Source	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
7372	Steese		Fox New Weigh Station	2		50.0			
			New weighing system facility to facilitate simultaneous axle group and gross weight indications for truck weight enforcement located at the junction of the Steese and Elliott Highways.	4		900.0			
			Federal		NHS	864.2	0.0	0.0	
			State			85.8	0.0	0.0	
			Other						
			Project Total			950.0	0.0	0.0	0.0
11899	Steese		MP 0.0 to 5 Capacity and Safety Improvements	2					
			Improvements to increase safety and capacity.	4					
			Federal		NHS	0.0	0.0	0.0	
			State			0.0	0.0	0.0	
			Other						
			Project Total			0.0	0.0	0.0	12,400.0
2673	Sterling		MP 45 to 60 - Sunrise to Skilak Lake Rd	2		550.0		2,000.0	
			Reconstruct highway to current standards with two-lane 12-ft driving lanes and passing or climbing lanes where necessary.	3					
				7					
				4					
			Federal		IM	513.7	0.0	1,868.0	
			State			36.3	0.0	132.0	
			Other						
			Project Total			550.0	0.0	2,000.0	54,500.0
11921	Sterling		MP 60 to 79 - Skilak Lake Road to Sterling Rehabilitation and Passing Lanes	2			750.0		
			Resurfacing, minor widening and passing lanes as needed.	3					
				7					
				4					
			Federal		IM	0.0	700.5	0.0	
			State			0.0	49.5	0.0	
			Other						
			Project Total			0.0	750.0	0.0	12,550.0

Need ID	Highway	Location	Project Description/Funding Source	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
2674	Sterling		Soldotna Urban & Kenai River Bridge #0671 Replacement Phase 2	2		500.0			
			Widen Kenai River Bridge from 2 to 4 lanes and improve K-Beach Rd. intersection. Includes walkway and WIM installation.	3					
				7		1,600.0			
				4		27,200.0			
				Federal	IM	1,182.6	0.0		
				Federal	GARVEE	28,000.0	0.0	0.0	
				State		117.4	0.0	0.0	
	Other								
			Project Total			29,300.0	0.0	0.0	0.0
11922	Sterling		MP 135 Ninilchik Intersection Improvements and Illumination	2		100.0			
			Provide turning improvements and illumination along the Sterling Highway in Ninilchik at its intersection with Ninilchik Village Road, Kingsley/Oilwell Road and Deep Creek Access Road.	3			125.0		
				7			125.0		
				4			750.0		
				Federal	IM	93.4	116.8	817.3	
				State		6.6	8.3	57.8	
				Other					
			Project Total			100.0	125.0	875.0	0.0
2138	Tok Cutoff		MP 2 - Gakona River Bridge #646	2			300.0	200.0	
			Replace substandard bridge.	7				50.0	
				4					
				Federal	IM	0.0	280.2	233.5	
				State		0.0	19.8	16.5	
				Other					
			Project Total			0.0	300.0	250.0	3,500.0
2136	Tok Cutoff		MP 30 to 38 Reconstruction - Chistochina to Manokomen Lake	2					
			Realign and reconstruct to current standards, including replacement of five bridges.	4		6,000.0	6,400.0		
				Federal	IM	5,604.0	5,977.6	0.0	
				State		396.0	422.4	0.0	
				Other					
			Project Total		6,000.0	6,400.0	0.0	0.0	
2137	Tok Cutoff		MP 110 to 124 Reconstruction - Clearwater Creek to Tok	2					
			Reconstruct to current standards	4					
				Federal	IM	0.0	0.0	0.0	
				State		0.0	0.0	0.0	
				Other					
			Project Total		0.0	0.0	0.0	8,400.0	
Program Total						173,507.7	101,225.6	134,926.8	1,584,560.2

Community Transportation Program
Final STIP

Need ID	Project Description/Funding Source	Score	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
2178	Akiachak: Sanitation Road Resurfacing	108.8	2		250.0			
	Resurface the community roads in conjunction with the Village Safe Water project. They will lay water mains within the confines of the roadway.		3		150.0			
			7		10.0			
			4		2,900.0			
	Federal			STP	3,011.1	0.0	0.0	
	State				0.0	0.0	0.0	
	Other				298.9			
	Project Total				3,310.0	0.0	0.0	0.0
6246	Akiak: Community Roads	111.1	2				180.0	
	Rehabilitate approximately 1.6 miles of seven existing gravel roads within this village of 319 residents. These roads include: Old Airport Road, Airport Road, Subdivision Blvd, Northway Housing Road, Church Lane, Arlicaq Street, and Chief Ivan Lane.		3					
			7					
			4					
	Federal			STP	0.0	0.0	163.7	
	State				0.0	0.0	0.0	
	Other	3/145.5,					16.3	
	Project Total				0.0	0.0	180.0	1,130.0
2179	Akutan: Akutan Access Road	199.0	2		250.0			
	Construct a 2 mile long road from the community to the head of the Bay. Project does not include a separated pathway or illumination.		3			50.0		
			7				20.0	
			4				1,350.0	
	Federal			STP	227.4	45.5	1,246.3	
	State				0.0	0.0	0.0	
	Other				22.6	4.5	123.7	
	Project Total				250.0	50.0	1,370.0	0.0
6460	AMATS Allocation	999.0	all		34,524.9	34,524.9	39,964.4	
	AMATS Program Allocation							
	Federal			STP	26,936.7	26,936.7	32,007.8	
	State				3,000.0	3,000.0	3,000.0	
	Other	local			4,588.2	4,588.2	4,956.6	
	Project Total				34,524.9	34,524.9	39,964.4	134,275.7
9299	AMATS CMAQ Allocation	999.0	all		3,000.0	3,000.0	3,000.0	
	This project is additional allocation for specific projects utilizing federal Congestion Mitigation and Air Quality Improvement (CMAQ) funding.							
	Federal			CMAQ	2,729.1	2,729.1	2,729.1	
	State				270.9	270.9	270.9	
	Other	local						
	Project Total				3,000.0	3,000.0	3,000.0	9,000.0

Need ID	Project Description/Funding Source	Score	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
12419	Ambler: Sewage Lagoon Road	199.0	2					
	Construct a 3/4 mile sewage lagoon access road.		3		10.0			
			4		660.0			
	Federal			STP	609.5	0.0	0.0	
	State				0.0	0.0	0.0	
	Other				60.5			
	Project Total				670.0	0.0	0.0	0.0
4038	Anaktuvuk Pass: Landfill Road	199.0	2					
	Upgrade 3 miles of the Hickel Highway to access new landfill, the cemetery and cultural/subsistence camp area.		3		50.0			
			4			1,200.0		
	Federal			STP	0.0	200.0	0.0	
	State				0.0	0.0	0.0	
	Other	3/200 4/1000			50.0	1,000.0		
	Project Total				50.0	1,200.0	0.0	0.0
6495	Aniak: Aniak Barge Access Rd Relocation	104.0	2					
	Construct a new access road to the community's relocated barge landing site.		4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	250.0
16118	Barrow: Dust Control	121.0	2			30.0		
	Dust control project for Barrow city streets.		4				250.0	
	Federal			STP	0.0	27.3	227.4	
	State				0.0	0.0	0.0	
	Other	4 50				2.7	22.6	
	Project Total				0.0	30.0	250.0	0.0
17115	Barrow: Community Roads Phase II	111.1	2				250.0	
	Reconstruct and extend Laura Madison and Stevenson Streets.		3					
			4					
	Federal			STP	0.0	0.0	200.0	
	State				0.0	0.0	0.0	
	Other	2/50, 3/260					50.0	
	Project Total				0.0	0.0	250.0	3,650.0
2222	Bethel: Akakeek Street Improvement	100.8	2					
	Resurface Akakeek Street, a distance of approximately 2,900 feet. Project does not include separated pathways or illumination.		3					
			7					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	880.0

Need ID	Project Description/Funding Source	Score	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
2221	Bethel: 4th Avenue, 7th Avenue, and Main Street Resurfacing Project	94.8	2					
	Reconstruct and resurface 4th Avenue, a distance of 2,200 feet, 7th Avenue, a distance of about 3,200 feet and Main Street from 3rd to 7th Avenue, a distance of 1,612 feet. Project does not include separated pathways or illumination.		3					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	2,155.0
2223	Bethel: East Avenue Resurfacing	96.7	2					
	Reconstruct and resurface East Avenue, a distance of about 2,300 feet, with recycled asphalt. Project does not include separated pathways or illumination.		3					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	1,570.0
6477	Bethel: H-Marker Rd Improvements	98.3	2					
	Resurface H-Marker Road, a distance of about 1,260'. Project does not include a separated pathway or illumination		7					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	240.0
2227	Bethel: Ptarmigan St Improvement	126.2	2		10.0			
	Resurface Ptarmigan Street from Ridgecrest Drive to Tundra Ridge, a distance of about 10,000 feet. Project does not include separated pathways or illumination.		3					
			7		180.0			
			4		1,000.0			
	Federal			GARVEE	1,190.0	0.0	0.0	
	Federal			STP				
	State					0.0	0.0	
	Other							
	Project Total				1,190.0	0.0	0.0	0.0
2231	Bethel: Tundra Ridge Rd Improvement	199.0	3					
	Resurface Tundra Ridge Road, a distance of about 5,500 feet. Project does not include separated pathways or illumination.	101.8	7			10.0		
			4			1,800.0		
	Federal			STP	0.0	1,646.6	0.0	
	State				0.0	0.0	0.0	
	Other					163.4		
	Project Total				0.0	1,810.0	0.0	0.0

Need ID	Project Description/Funding Source	Score	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
6569	Brevig Mission: Community Road Improvements	107.5	2					
	Resurface local roads.		3					
			7					
			4					
	Federal			STP	0.0	0.0	0.0	
	State			0.0	0.0	0.0		
	Other							
	Project Total				0.0	0.0	0.0	2,025.0
4020	Buckland: River Bridge	111.0	2					
	Construct a single lane bridge over the Buckland River.		3					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	8,400.0
17114	Chalkyitsik: Landfill Rd	96.0	2					
	This project will construct a 1.1 mile road to the proposed landfill.		3					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	1,070.0
2262	Chignik Bay: Airport Access Road Rehabilitation	199.0	2					
	Reconstruct and resurface with gravel approximately 1.8 miles of road between the City's new school/Norquest Fisheries (formerly Aleutian Dragon Fisheries) and the airport. Analyze rock slopes adjacent to the road to identify appropriate mitigation measures to address ice and rockfall problems. Includes drainage improvements.	101.7	3		300.0			
			7				10	
			4				3000	
	Federal			STP	272.9	0.0	2,738.2	
	State			13.6	0.0	135.9		
	Other			13.5		135.9		
	Project Total				300.0	0.0	3,010.0	0.0
12380	Clarks Point: Ekuk to Clarks Point Road	104.7	2					
	Construct a new 3 mile gravel road between the communities of Ekuk and Clarks Point.		3					
			7					
			4					
	Federal			STP	0.0	0.0	0.0	
	State			0.0	0.0	0.0		
	Other							
	Project Total				0.0	0.0	0.0	4,750.0

Need ID	Project Description/Funding Source	Score	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
16724	Cold Bay: St. Louis Road Culvert Replacement	118.3	2			125.0		
	Install bridge (approximately 45' long) for Trout Creek crossing and culverts (approximately 3 ea @ 48" x 65') for unnamed tributary crossing of St. Louis Road on airport property. Approximately 1000' of 2 lane road will be reconstructed on an old alignment and the existing culverts will be removed. Preliminary engineering needed to assess alignment and bridge arch options and to coordinate with agencies and public.		3					
			7					
			4					
	Federal			STP	0.0	113.7	0.0	
	State				0.0	0.0	0.0	
	Other					11.3		
	Project Total				0.0	125.0	0.0	785.0
10579	Copper River Road: Chitna to Uranatina River Upgrades	199.0	2					
	Improve the recreational access road from Chitna to the Uranatina River, including trailhead facilities at the Uranatina River for the Copper River Trail.		3					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	10,100.0
17116	Cordova: City Street Rehabilitation	114.7	2			100.0		
	Rehabilitate 11 streets in the City of Cordova.		3					
			4					
	Federal			STP	0.0	91.0	0.0	
	State				0.0	0.0	0.0	
	Other					9.0		
	Project Total				0.0	100.0	0.0	1,580.0
6617	Cordova: Shepard Point Road	199.0	2					
	Construct approximately 4 miles of road from Orca Cannery to the deep water port site at Shepard Point.	107.0	4				5,000.0	
	Federal			STP	0.0	0.0	4,548.5	
	State				0.0	0.0	0.0	
	Other						451.5	
	Project Total				0.0	0.0	5,000.0	0.0
13681	Craig: Port Saint Nicholas Road BST	136.8	2		450.0	210.0		
	Reconstruct and pave from the Craig-Klawock Highway to the creek at five mile. Add sidewalks for the first 0.5 mile. Improve drainage. Upgrade alignment to achieve a design speed of 25 miles per hour.		3				100.0	
			7					
			4					
	Federal			STP	325.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other	BIA 50/50 contrib			125.0	210.0	100.0	
	Project Total				450.0	210.0	100.0	5,525.0

Need ID	Project Description/Funding Source	Score	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
17664	CTP GARVEE Bonds Debt Service Payment	999.0	all		7,123.3	7123.29	7,070.3	
	Payment of debt service on GARVEE bonds.							
	Federal			STP	6,411.0	6,411.0	6,358.0	
	State				0.0	0.0	0.0	
	Other	inv ern			712.3	712.3	712.3	
	Project Total				7,123.3	7,123.3	7,070.3	49,095.8
3958	Deering: Cape Deceit Road Improvements	112.7	2				100.0	
	Upgrade the existing two mile long of road accessing the landfill, cemetery, and beach west of Cape Deceit, and the bird cliffs area.		3					
			4					
	Federal			STP	0.0	0.0	91.0	
	State				0.0	0.0	0.0	
	Other	3/40.0					9.0	
	Project Total				0.0	0.0	100.0	700.0
12421	Delta Junction: Cummings Road Connector	124.0	2			300.0	220.0	
	Construct new connection from Sawmill Road to Cummings Road.		3					
			7					
			4					
	Federal			STP	0.0	272.9	200.1	
	State				0.0	0.0	0.0	
	Other	4/2,000.0				27.1	19.9	
	Project Total				0.0	300.0	220.0	3,850.0
16030	Dillingham: Downtown Streets Rehabilitation	154.5	2		255.0	170.0		
	realign, reconstruct and rehabilitate 3215' of major collector that includes three streets forming a loop in the downtown area of Dillingham - Main Street from City Hall to the intersection with "D" Street; "D" Street north to 2nd Street back to City Hall. Project will also pave Kanakanak Road (Main Street) from D Street intersection to small boat harbor entrance.		3				200.0	
			7					
			4					
	Federal			STP	232.0	154.6	181.9	
	State				11.5	7.7	9.1	
	Other	4 401			11.5	7.7	9.0	
	Project Total				255.0	170.0	200.0	3,385.0
16031	Dillingham: Kanakanak Spur Resurfacing	103.3	2					
	Resurface existing 2.8 mile long section of Kanakanak Spur. Minor structural section work and erosion control work is assumed.		7					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	2,325.0

Need ID	Project Description/Funding Source	Score	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
9548	Dillingham: Wood River Road Reconstruction	133.8	2		200.0			
	Realign and reconstruct approximately 2.8 miles of hard surfaced road from the intersection of Kanakanak and Wood River Rd. to the end of the road at Wood River Landing. Also includes a separated pathway from Kanakanak Rd to the end of Wood River Rd. and extend approx 1/4 mile along Waskey Rd. from Wood River Road to the beginning of Waskey Rd. extension.		3				1,000.0	
			7					
			4					
	Federal			STP	181.9	0.0	909.7	
	State				9.1	0.0	45.2	
	Other				9.0		45.1	
	Project Total				200.0	0.0	1,000.0	6,065.0
6576	Eagle: Road Improvements	113.0	2					
	Rebuild and surface 2 miles of the Taylor Highway within the City Limits of Eagle .		3					
			7					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	780.0
9913	Elim: Beach Road	102.0	2					
	Rehabilitate the Beach Road located near the tank farm (approx. 0.5 miles). Improvements to include resurfacing and drainage improvements.		4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	350.0
16087	Elim: Community Road Improvements	106.2	2					
	Rehabilitate and resurface approximately 3 miles of community roads.		3					
			7					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	1,560.0
8984	Emmonak: Landfill Road	120.8	2		75.0			
	Construct a one mile road to the proposed landfill.		3		0.0			
			4			850.0		
	Federal			STP	0.0	773.2	0.0	
	State				0.0	0.0	0.0	
	Other	2/25.0; 3/84.0			75.0	76.8		
	Project Total				75.0	850.0	0.0	0.0

Need ID	Project Description/Funding Source	Score	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
3840	Fairbanks NSB: Cripple Creek/Isberg Road	95.8	2					
	Pave Cripple Creek, Isberg Roads a length of approximately seven miles.		3					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	2,300.0
13700	Fairbanks NSB: Goldmine Trail Surfacing	95.2	2					
	Pave Goldmine Trail Road within the FNSB Wildview Road Service Area.		3					
			7					
			4					
	Federal			STP	0.0	0.0	0.0	
	State			0.0	0.0	0.0		
	Other							
	Project Total				0.0	0.0	0.0	2,050.0
7461	Fairbanks NSB: Old Nenana/Ester Hill Rehabilitation	102.3	2					
	Rehabilitate approximately 11 miles of road.		3					
			7					
			4					
	Federal			STP	0.0	0.0	0.0	
	State			0.0	0.0	0.0		
	Other							
	Project Total				0.0	0.0	0.0	6,850.0
9945	Fairbanks NSB: Steele Creek Road Safety/Surfacing	102.5	2					
	Construct a hi-float surfacing on Steele Creek Road between the Gilmore Road and Chena Hot Springs Road. The project will also include selected safety improvements to correct sight-distance, drainage and roadway width problems.		3					
			7					
			4					
	Federal			STP	0.0	0.0	0.0	
	State			0.0	0.0	0.0		
	Other							
	Project Total				0.0	0.0	0.0	2,250.0
12379	False Pass: Airport Access Road Resurfacing and Bridge Repair	114.7	2			200.0		
	Resurface the existing approximate 1500' gravel access road between the City and the airport and install new signage. The False Pass Creek Bridge No. 1536 will be repaired.		3					
			4					
	Federal			STP	0.0	181.9	0.0	
			State			0.0	0.0	
	Other				18.1			
	Project Total				0.0	200.0	0.0	1,150.0

Need ID	Project Description/Funding Source	Score	Phse	Apprn	FFY 04	FFY 05	FFY 06	Requ Funding >FFY '06
16026	False Pass: Boardwalk Extension	96.7	2					
	Construct 2 miles of 8' wide, sleeper supported boardwalk. Project will consist of 2 segments. Segment # 1 will continue from the end of the existing boardwalk in vicinity of the beach to the existing City Dock and the new harbor area. Segment # 2 will begin in vicinity of the Unimak Drive and Valley Road Intersection and end at the fa boundary of the Roundtop Subdivision.		7					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	3,660.0
17662	FMATS Allocation	999.0	all		8,531.7	8531.7	9,875.8	
	FMATS Program Allocation.							
	Federal			STP	7,761.3	7,761.3	8,984.0	
	State				591.4	581.4	839.8	
	Other	local			179.0	189.0	52.0	
	Project Total				8,531.7	8,531.7	9,875.8	33,181.6
18005	FMATS Allocation for grandfathered projects	999.0	all		6,112.5	5,625.0	6,375.0	
	Federal			STP	5,560.5	5,117.1	5,799.3	
	State				552.0	507.9	575.7	
	Other	local						
	Project Total				6,112.5	5,625.0	6,375.0	
17663	FMATS CMAQ Allocation	999.0	all		2,000.0	2,000.0	2,000.0	
	This project is additional allocation for specific projects utilizing federal Congestion Mitigation and Air Quality Improvement (CMAQ) funding.							
	Federal			CMAQ	1,819.4	1,819.4	1,819.4	
	State				180.6	180.6	180.6	
	Other	local						
	Project Total				2,000.0	2,000.0	2,000.0	6,000.0
16121	Ft. Yukon: Community Roads	101.5	2					
	Rehabilitate and hard surface approximately five miles of community roads.		7					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other	2 20						
	Project Total				0.0	0.0	0.0	1,920.0
3826	Galena: Community Road Improvements	116.7	2			150.0	275.0	
	Resurface local roads.		3					
			7					
			4					
	Federal			STP	0.0	136.5	250.2	
	State				0.0	13.5	24.8	
	Other							
	Project Total				0.0	150.0	275.0	3,600.0

Need ID	Project Description/Funding Source	Score	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
6571	Galena-Campion Road: Erosion Protection	123.3	2			200.0		
	Relocate approximately one mile of gravel road around the FAA NDB site at 3.6 mile Campion road and replace culverts and realign a 750 foot section of Campion Road at Beaver Creek.		3				200.0	
			4					
	Federal			STP	0.0	181.9	181.9	
	State				0.0	0.0	0.0	
	Other					18.1	18.1	
	Project Total				0.0	200.0	200.0	1,100.0
3827	Gambell Community Road Improvements	100.3	2			100.0		
	Upgrade and repair existing roads and construct new roads.		3					
			7					
			4					
	Federal			STP	0.0	91.0	0.0	
	State				0.0	0.0	0.0	
	Other					9.0		
	Project Total				0.0	100.0	0.0	2,300.0
15439	Gambell: Evacuation Road Repairs and Extension	159.5	2		250.0	350.0		
	Repair and extend Evacuation Road.		4					
	Federal			STP	227.4	318.4	0.0	
	State				0.0	0.0	0.0	
	Other				22.6	31.6		
	Project Total				250.0	350.0	0.0	4,800.0
7380	Grayling: Airport Bridge	199.0	2					
	Replace the Grayling Airport Bridge #1298.	101.8	4				1,115.0	
	Federal			BR	0.0	0.0	892.0	
	State				0.0	0.0	0.0	
	Other						223.0	
	Project Total				0.0	0.0	1,115.0	0.0
12779	Grayling: Community Roads	112.2	2				100.0	
	Improve roads		3					
			7					
			4					
	Federal			STP	0.0	0.0	91.0	
	State				0.0	0.0	0.0	
	Other						9.0	
	Project Total				0.0	0.0	100.0	1,660.0
2341	Homer: Bartlett/Hohe Street Rehab	199.0	2					
	Rehab Bartlett Street from Pioneer Street to main hospital entrance. Rehab Hohe Street from Fairview Avenue to the South Peninsula Hospital (1000 feet).	115.5	7			540.0		
			4			2,000.0		
	Federal			STP	0.0	2,310.6	0.0	
	State				0.0	114.7	0.0	
	Other					114.7		
	Project Total				0.0	2,540.0	0.0	0.0

Need ID	Project Description/Funding Source	Score	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
9613	Homer: Bunnell Street/Ohlsen Lane Rehabilitation	94.7	2					
	Reconstruct and pave 1 mile of urban streets within the Homer City limits.		3					
			7					
			4					
	Federal			STP	0.0	0.0	0.0	
	State			0.0	0.0	0.0		
	Other							
	Project Total				0.0	0.0	0.0	2,025.0
15640	Homer: East End Road MP 14 to MP 23.4 Rehabilitation	110.8	2					
	Reconstruct East End Road from MP 14.0 to 23.4. This project combines two separate projects, Homer East End Road MP 14.2 to 22 Reconstruction and Realignment and the East End Road Extension through the community of Vonznesenka. The road surface is in poor condition and alignment improvements are necessary. Drainage is inadequate resulting in high maintenance costs and low levels of service for area residents. The project will include widening, realignment, drainage improvements and resurfacing.		3					
			7					
			4					
	Federal			STP	0.0	0.0	0.0	
	State			0.0	0.0	0.0		
	Other							
	Project Total				0.0	0.0	0.0	23,660.0
2344	Homer: East End Road MP 3.75 to 12.2 Rehabilitation	199.0	2					
	Rehabilitate from the intersection with Kachemak Drive (MP 3.75) to the McNeil Canyon School (MP 12.2). Rehabilitate the roadway; provide shoulders; improve drainage; provide pedestrian facilities; and address safety concerns as warranted. Pedestrian facilities will be considered between MP 9.5 and MP 11.8. Also includes separated path pathway from Kachemak Drive to Chelsea Street and from Huntler Road to McNeil Canyon School.		3				4,000.0	
			7					
			4					
	Federal			STP	0.0	0.0	3,638.8	
	State			0.0	0.0	361.2		
	Other							
	Project Total				0.0	0.0	4,000.0	18,000.0
6226	Homer: Freight Dock Road Rehabilitation	94.2	2					
	Upgrade and pave Freight Dock Road from Sterling Highway to Homer Deep Water Dock (4,200').		7					
			4					
	Federal			STP	0.0	0.0	0.0	
			State			0.0	0.0	
	Other	2 12.4 4						
	Project Total	88.5			0.0	0.0	0.0	618.0

Need ID	Project Description/Funding Source	Score	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
15519	Homer: Heath Street Reconstruction	131.8	2			100.0	100.0	
	Reconstruct Heath Street to a 2 lane urban road design from the intersection of Pioneer avenue to the Homer High School. Install a blinking 4 way stop at the intersection of Pioneer and Heath Street. Remove the blinking light at Pioneer and Lake Street creating a stop on Lake Street only.		7					
			4					
	Federal			STP	0.0	91.0	91.0	
	State				0.0	0.0	0.0	
	Other	3 300 4 354				9.0	9.0	
	Project Total				0.0	100.0	100.0	414.0
2348	Homer: Pioneer Street Resurfacing	97.3	2					
	Resurface from the Sterling Highway to East End Road, about 1 mile.		3					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	1,735.0
12759	Hooper Bay: Old Town Roads	124.2	2		100.0			
	This project is a continuation of a major sanitation roads improvement project substantially completed in 1999. This project involves the construction of roads in the "Old Town" portion of Hooper Bay.		3		20.0			
			7		20.0			
			4		1,400.0			
	Federal			STP	1,400.9	0.0	0.0	
	State				0.0	0.0	0.0	
	Other				139.1			
	Project Total				1,540.0	0.0	0.0	0.0
3809	Hughes Landfill / Cemetery Road	108.0	2					
	Construct new three mile long road to cemetery and proposed landfill.		3					
			4		1,500.0			
	Federal			STP	1,364.5	0.0	0.0	
	State				0.0	0.0	0.0	
	Other	3/100.0			135.5			
	Project Total				1,500.0	0.0	0.0	0.0
3811	Huslia: Landfill Road	112.8	2		75.0			
	Upgrade the 1 mile road to the proposed landfill site.		3			25.0		
			4					
	Federal			STP	68.2	0.0	0.0	
	State				0.0	0.0	0.0	
	Other	3/25.0			6.8	25.0		
	Project Total				75.0	25.0	0.0	350.0

Need ID	Project Description/Funding Source	Score	Phse	Apprn	FFY 04	FFY 05	FFY 06	Requ Funding >FFY '06
17341	Hyder: Premier Avenue Causeway Reconstruction and Extension to Harbor Island	107.6	2					
	Widen and extend Premier Avenue Causeway to Harbor Island to provide two paved 12 foot driving lanes with 4 foot gravel shoulders and guardrail		3					
			7					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other	4 / 300.0						
	Project Total				0.0	0.0	0.0	7,740.0
12560	Hyder: Salmon River Road and Trestle Rehabilitation	149.3	2		50.0			
	Resurface Salmon River Road, from the boat harbor to the Canadian border (12 miles), including the short spur to the border. Install guard rail where needed, reconstruct and widen slide areas, repair Fish Creek bridge abutments. Construct turnouts at mid-way and near the end of the causeway. Upgrade existing trestle #1238 (to boat harbor) by replacing rotted piling, cross bracing, decking, and bridge rails.		3			50.0		
			4				7,100.0	
	Federal			STP	36.4	36.4	3,164.0	
	Federal			BR	8.0	8.0	1,136.0	
	Federal			FH			2,800.0	
	State				5.6	5.6	0.0	
	Other							
	Project Total				50.0	50.0	7,100.0	0.0
16147	Juneau: Capital Transit Bus Replacement	162.5	4				1,430.0	
	Purchase five 35-foot transit coaches.							
	Federal			STP	0.0	0.0	1,300.9	
	State				0.0	0.0	0.0	
	Other						129.1	
	Project Total				0.0	0.0	1,430.0	0.0
16146	Juneau: Capital Transit Paratransit Vans	167.7	4				416.0	
	Purchase eight paratransit vans.							
	Federal			STP	0.0	0.0	378.4	
	State				0.0	0.0	0.0	
	Other						37.6	
	Project Total				0.0	0.0	416.0	0.0
16148	Juneau: Capital Transit Replacement Coach	165.3	4					
	Purchase four 35-foot transit coaches.							
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	1,430.0

Need ID	Project Description/Funding Source	Score	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
16149	Juneau: Capital Transit, Expand & Refurbish Operations Facility	125.8	2		140.0			
	Expand the existing maintenance garage by approximately 9,000 square feet to house six additional buses and two paratransit vans; replace the heating and ventilation systems; create a training facility within the building; and refurbish the building exterior. Reconstruct and pave the storage and operations yard.		4					
	Federal			STP	127.4	0.0	0.0	
	State				0.0	0.0	0.0	
	Other				12.6			
	Project Total				140.0	0.0	0.0	0.0
6745	Juneau: Construct Nugget Mall Transit Center	111.6	2				50.0	
	Construct a transfer facility in the Mendenhall Valley behind Nugget Mall near the intersection of Mallard Street and Alpine Avenue. The facility would consist of two parallel lanes for bus loading separated by a covered loading platform that would allow the simultaneous transfer of passengers between four buses.		3					
			4					
	Federal			STP	0.0	0.0	45.5	
	State				0.0	0.0	0.0	
	Other						4.5	
	Project Total				0.0	0.0	50.0	550.0
16066	Juneau: Davis Avenue/Lemon Creek Road Reconstruction	99.3	2					
	Reconstruct Davis Avenue, a short segment of Churchill Way and Lemon Creek Road. Improve side street alignment at two intersections and soften the curve where Davis Avenue intersects Churchill Way. Upgrade lighting. Includes curb, gutter and sidewalk on one side.		3					
			7					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	2,185.0
6755	Juneau: Douglas Hwy Safety Imp Cordova Street to Douglas	97.0	2					
	Improving lighting, creating adequate pedestrian and bicycle facilities, transit turnouts and left turn bays at two intersections.		3					
			7					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	4,350.0

Need ID	Project Description/Funding Source	Score	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
16065	Juneau: Industrial Boulevard Widening and Sidewalk	99.3	2					
	Widen the roadway and add curb, gutter and sidewalk on the west side from Glacier Highway to Maier Drive. Includes two 12-foot travel lanes, two four-foot bike lanes and combination ditch, drainage swale and horse and foot path on the east side. Install lighting.		3					
			7					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	2,445.0
10039	Juneau: Old Dairy Road Resurfacing and Shoulder Widening, Phase 2	199.0	2					
	Construct curb and sidewalk on south side from Glacier Highway to Airport Boulevard.	105.5	3		30.0			
			7		5.0			
			4		330.0			
	Federal			STP	332.0	0.0	0.0	
	State				33.0	0.0	0.0	
	Other							
	Project Total				365.0	0.0	0.0	0.0
10059	Juneau: Old Glacier Hwy North, Resurfacing and Shoulder Widening	100.3	2					
	Phase II of the resurfacing project, add curb and sidewalks to both sides from Alder Circle east. Drainage would be through the sidewalk to the ditch.		3					
			7					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	640.0
6742	Juneau: Provide Bus Passenger Shelters	116.8	2		5.0			
	Construction of bus passenger shelters at up to 15 locations along Capital Transit routes.		3			50.0		
			7					
			4				150	
	Federal			STP	4.5	45.5	136.5	
	State				0.0	0.0	0.0	
	Other	2/2.7, 3/4.5, 4/13.5			0.5	4.5	13.5	
	Project Total				5.0	50.0	150.0	0.0

Need ID	Project Description/Funding Source	Score	Phse	Apprn	FFY 04	FFY 05	FFY 06	Requ Funding >FFY '06
16203	Juneau: Riverside Drive (Rotary Park to Egan) Rehabilitation and Widening	99.0	2					
	Rehabilitate pavement between Rotary Park and James Boulevard, and widen to four lanes from James Boulevard to Egan. Improve pedestrian crossings and add sidewalks south of the Mall/Vintage signal. In coordination with construction of the new high school, add a traffic signal at the intersection with Riverwood Drive. Add continuous lighting between intersections.		3					
			7					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	3,865.0
16204	Juneau: Riverside Drive (Upper) Rehabilitation and Traffic Calming	99.0	2					
	Rehabilitate pavement between Rotary Park and Taku Boulevard. Acquire private properties and construct a single-lane roundabout at the intersection with Stephen Richards Drive. Add a sidewalk from Sharon Street to Taku Boulevard, and improve the pedestrian crossing at Division Street. North of Taku Boulevard, narrow the existing section to a paved width of 28 feet and add a multi-use path along the west side. Install continuous lighting.		3					
			7					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	4,200.0
10061	Juneau: Upgrade Back Loop, Montana Creek and Skaters Cabin Roads	121.5	2				350.0	
	Widen Montana Creek Road and Skaters Cabin Road and add a sidewalk.		3					
			7					
			4					
	Federal			STP	0.0	0.0	318.4	
	State				0.0	0.0	31.6	
	Other							
	Project Total				0.0	0.0	350.0	3,550.0
16091	Kaltag: Community Road Improvements	105.7	2					
	Repair and resurface approximately 2 miles of local roads.		3					
			7					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	1,400.0
16150	Ketchikan: Buses & Buses Refurbishment	141.0	4					
	purchase three new heavy duty low floor buses and refurbish two existing buses.							
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	1,200.0

Need ID	Project Description/Funding Source	Score	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06	
6744	Ketchikan: Construct Bus Shelters/Pullouts	120.2	2			50.0			
	Construct public transit system bus shelters and bus pullouts.		3				50.0		
			7						
			4						
	Federal			STP	0.0	45.5	45.5		
	State				0.0	0.0	0.0		
	Other					4.5	4.5		
	Project Total				0.0	50.0	50.0	215.0	
15979	Kipnuk: Piped Transportation Improvements, Phase 2	134.3	2		648.0	332.0			
	This project will construct 4.7 miles (24,900 linear feet) of new and replacement boardwalks in the community of Kipnuk.		3				100.0		
			7						
			4						
	Federal			STP	589.5	302.0	91.0		
	State				0.0	0.0	0.0		
	Other				58.5	30.0	9.0		
	Project Total				648.0	332.0	100.0	8,321.0	
2417	Kipnuk: Community Boardwalks Rehab & Water Treatment Plant Boardwalk Construction	139.3	2						
	Construct improvements to the following local streets in the community of Kipnuk: Lake Section boardwalk, Post Office Road, School Road, Atmaultuak section boardwalk, and Main Town boardwalk. Also included is construction of 2,500 feet of boardwalk to support the water treatment plant.		4		2,400.0				
				Federal	STP	2,183.3	0.0		0.0
				State		0.0	0.0		0.0
				Other	216.7				
	Project Total				2,400.0	0.0	0.0	0.0	
3781	Kobuk: Dahl Creek Road Bridge and Erosion	114.0	2			60.0	60.0		
	Construct bridge over Dahl Creek on the Kobuk-Bornite road.		3						
			4				150.0		
				Federal	STP	0.0	54.6		191.0
				State	0.0	0.0	0.0		
				Other		5.4	19.0		
	Project Total				0.0	60.0	210.0	0.0	
2436	Kodiak: Otmeloi Way Rehabilitation	100.0	2						
	Reconstruct approximately one mile of Otmeloi Way. The work will include grading, drainage and paving. One minor area of realignment will be required and a separated pathway will be constructed for pedestrian safety adjacent to an elementary school.		3						
			4						
				Federal	STP	0.0	0.0		0.0
				State	0.0	0.0	0.0		
				Other					
	Project Total				0.0	0.0	0.0	1,700.0	

Need ID	Project Description/Funding Source	Score	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
9580	Kodiak: Rezanof Drive Rehabilitation	122.2	2			100.0		
	Rehabilitate and pave Rezanof Drive and other Kodiak roads.		7					
			4					
	Federal			STP	0.0	91.0	0.0	
	State				0.0	4.5	0.0	
	Other					4.5		
	Project Total				0.0	100.0	0.0	6,602.0
2440	Kodiak: Rezanof Drive 'Y' Intersection Improvement	999.0	2					
	Rehabilitation of the intersection of Rezanof Drive West, Center Avenue and Lower Mill Bay Road. The intersection will be rechannelized to address safety concerns..		3		500.0			
			7			450.0		
			4			2,800.0		
	Federal			STP	454.9	2,956.5	0.0	
	State				22.6	146.8	0.0	
	Other				22.6	146.7		
	Project Total				500.0	3,250.0	0.0	0.0
2441	Kodiak: Selief Lane Reconstruction	199.0	2					
	Reconstruct and pave approximately 0.7 miles of Selief Lane. The work will include replacement of existing sewer and waterlines. Includes illumination and pedestrian facilities (AC'd in '03).	105.0	3					
			7		330.0			
			4		6,030.0			
	Federal			STP	5,785.7	0.0	0.0	
	State				0.0	0.0	0.0	
	Other				574.3			
	Project Total				6,360.0	0.0	0.0	0.0
3784	Kotzebue: Shore Avenue Rehab & Erosion Protection	122.8	2		120.0			
	Reconstruct and pave Shore Avenue and provide erosion protection. Level of protection required may vary over 5000 foot length of the project. Includes adequate space for parking and for pedestrian/bicycle traffic. Develop appropriate enhancements including lighting, overlooks, benches and interpretation.		3			645.0		
			7			40.0		
			4					
	Federal			STP	109.2	623.1	0.0	
	State				0.0	0.0	0.0	
	Other	7/40.0; 4/1540.0			10.8	61.9		
	Project Total				120.0	685.0	0.0	10,765.0

Need ID	Project Description/Funding Source	Score	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
16001	KPB: Echo Lake Road Rehabilitation	112.0	2				160.0	
	Rehabilitate Echo Lake Road from Gaswell Road to the Sterling Highway, approximately 3.7 miles. Add wide shoulders for pedestrian facilities.		7					
			4					
	Federal			STP	0.0	0.0	145.6	
	State				0.0	0.0	7.2	
	Other						7.2	
	Project Total				0.0	0.0	160.0	1,239.0
13579	KPB: Kalifornsky Beach Road MP 0 to MP 16.4 Rehabilitation	115.7	2			886.0		
	3R Kalifornski Beach Road from MP 0.0 junction with Sterling Highway to MP 16.6 intersection with Bridge Access Road. Provide widened shoulders for pedestrian facilities along this route.		3					
			7					
			4					
	Federal			STP	0.0	806.0	0.0	
	State				0.0	80.0	0.0	
	Other							
	Project Total				0.0	886.0	0.0	12,243.0
15980	Kwigillingok: Sanitation Boardwalk, Phase 2	127.0	2		175.0			
	This project will construct 2.4 miles of replacement boardwalk, connecting housing units and groups to the main artery boardwalk in Kwigillingok.		7				25.0	
			4				2,194.0	
	Federal			STP	159.2	0.0	2,018.6	
	State				15.8	0.0	0.0	
	Other	3 300					200.4	
	Project Total				175.0	0.0	2,219.0	1,829.0
16088	Marshall Airport: Access Road. Bridge	118.7	2			100		
	Replace existing structure on the Marshall Airport Access Road.		4					
	Federal			BR	0.0	80.0	0.0	
	State				0.0	0.0	0.0	
	Other					20.0		
	Project Total				0.0	100.0	0.0	800.0
6206	Mat Su: Bogard Road Extension East	113.8	2				365.0	
	Extend Bogard Road to the East to meet with the Glenn Highway.		3					
			7					
			4					
	Federal			STP	0.0	0.0	332.0	
	State				0.0	0.0	33.0	
	Other							
	Project Total				0.0	0.0	365.0	6,165.0

Need ID	Project Description/Funding Source	Score	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
2463	MatSu: Clark-Wolverine Road Rehabilitation	105.5	2					
	Resurface, minor widening and minor realignment of Clark Wolverine road from Huntly Road at MP 0.74 to Clark Road at MP 2.94.		3					
			7					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	2,600.0
9614	MatSu: Deneki Meadows Bridge #1782 Replacement	97.7	2					
	Replace the existing condemned bridge on Willow/Hatcher Pass Road.		3					
			7					
			4					
	Federal			BR	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	650.0
2504	MatSu: Seldon West Extension Phase I Wasilla Fishhook to Church Road	98.8	2					
	Extend Seldon Road west 3.75 miles from Wasilla Fishhook Road to Church Road. This will be an upgraded two lane facility with shoulders and pedestrian/bike facilities. The current facility is a poorly drained two lane road with substandard width and grades. The segment between Lucille and Church will be new construction.		3					
			7					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	5,350.0
2481	MatSu: Seward Meridian Rd. Improvements	100.3	2		300.0	325.0		
	Upgrade Seward Meridian Road to four lanes from Parks Hwy to Bogard Road, and extend two lanes to Seldon Road. Intersection improvements will be needed at the Palmer Wasilla Hwy, including turn lanes and signal upgrades. Project will be developed in phases.		3			300.0		
	<i>This project schedule has been adjusted after federal agency approval. Scedule adjustments within the 3 years of the STIP do not require STIP amendments. Fiscal constraint is not affected.</i>		7		100.0	500.0		
			4		750.0	3,750.0		
	Federal			GARVEE	1,150.0	4,875.0	0.0	
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				1,150.0	4,875.0	0.0	14,500.0

Need ID	Project Description/Funding Source	Score	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
2500	MatSu: Trunk Road Reconstruction	199.0	2					
	Reconstruction of Trunk Road from Parks Hwy to Palmer Fishhook Road, 6.5 miles. Alignment is still under consideration. A separated pathway is anticipated for part of the route.	101.3	3			2,300.0		
			7					
			4				4,175.0	
	Federal			STP	0.0	2,092.3	3,798.0	
	State				0.0	207.7	377.0	
	Other							
	Project Total				0.0	2,300.0	4,175.0	5,825.0
2503	MatSu: Wasilla Fishhook Rehabilitation / Main Street	199.0	2		980.0			
	Rehab and resurface Wasilla Fishhook Road beginning on Knik Goose Bay Road at Glenwood Ave(south of the Parks Hwy), continuing north along Main Street and Wasilla Fishhook Road to Schrock Road (3.7 miles). Selective widening, curb, gutter, drainage improvements and pedestrian facilities. Project will be developed in two phases; Bogard to Schrock and Glennwood to Bogard.	102.5	3		2,400.0			
			7		1,825.0			
			4					
	Federal			STP	4,735.0	0.0	0.0	
	State				470.0	0.0	0.0	
	Other							
	Project Total				5,205.0	0.0	0.0	6,350.0
12404	MatSu: Wasilla Fishhook Road MP 3-11 (Schrock to Palmer-Fishhook Road) Rehabilitation	101.8	2					
	This project will resurface, widen, provide shoulders, realign provide turning pockets and address pedestrian amenities along the Wasilla-Fishhook from Schrock to its intersection with the Palmer Fishhook Road.		3					
			7					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	11,360.0
2508	Mekoryuk: Airport Access Road Improvements	108.3	2					
	Rehabilitate the 3.2 mile road from the village to the airport with drainage improvements and includes dust palliative.		3					
			7					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	7,255.0

Need ID	Project Description/Funding Source	Score	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06	
2509	Mekoryuk: City Roads Improvements	94.5	2						
	Rehabilitate 1 mile of local roads within the City of Mekoryuk. Project to include dust palliative.		3						
			7						
			4						
	Federal			STP	0.0	0.0	0.0		
	State			0.0	0.0	0.0			
	Other	3 25							
	Project Total				0.0	0.0	0.0	2,605.0	
3764	Mountain Village: Community Roads	107.3	2						
	Resurface approximately 2 miles of local roads.		7						
			4						
	Federal			STP	0.0	0.0	0.0		
			State			0.0	0.0		0.0
	Other								
	Project Total				0.0	0.0	0.0	1,215.0	
3765	Mountain Village: Road to St. Mary's	114.5	2			365.0			
	Repair road to St. Mary's.		3						
			4						
	Federal			STP	0.0	332.0	0.0		
			State			0.0	0.0		0.0
	Other	3/200.0				33.0			
	Project Total				0.0	365.0	0.0	7,250.0	
2518	Napaskiak: Sanitation Road Construction	98.0	2						
	Construct landfill access road. This project is in conjunction with a Village Safe Water project.		3						
			4			850.0			
	Federal			STP	773.2	0.0	0.0		
			State			0.0	0.0		0.0
	Other			76.8					
	Project Total				850.0	0.0	0.0	0.0	
15984	Napaskiak: Sanitation Boardwalk Improvements	135.0	2		482.0	255.0			
	This project will construct 4 miles (21,380 linear feet) of new and replacement boardwalks to provide access to a new sewage lagoon.		3				50.0		
			7						
			4						
	Federal			STP	438.5	232.0	45.5		
	State			0.0	0.0	0.0			
	Other			43.5	23.0	4.5			
	Project Total			482.0	255.0	50.0	6,391.0		

Need ID	Project Description/Funding Source	Score	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
8559	Napaskiak: Sanitation Boardwalk Rehabilitation	119.7	2					
	Reconstruct approximately 2 miles of community boardwalks to allow the extra loadbearing capacity needed to convert from a honey bucket system to a community flush haul system.		3					
			7					
			4		700.0			
	Federal			STP	636.8	0.0	0.0	
	State				0.0	0.0	0.0	
	Other				63.2			
	Project Total				700.0	0.0	0.0	0.0
16024	Nelson Lagoon: Landfill Road Improvements	98.8	2					
	Construct 22' by 1.5 miles long gravel road to village landfill along existing pioneer road.		3					
			7					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	4,260.0
2521	Nelson Lagoon: Airport Access Road Rehabilitation	103.7	2					
	Regrade and provide gravel resurfacing for the airport access road between the airport and North Main Street in Nelson Lagoon, a distance of about 1.5 miles.		3					
			7					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	865.0
2337	Ninilchik HBRRP: Ninilchik Village Bridge #427 Replacement	109.8	2					
	Replace the Ninilchik River Bridge leading to Ninilchik Village with a two lane bridge. Reconstruct the approaches to the bridge. Bridge No. 427, sufficiency rating 14.5		7					
			4					
	Federal			BR	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	1,205.0
16123	Noatak: Barge Landing Road	104.0	2					
	Construct a road from the material site road to the proposed barge landing.		3					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other	2 125						
	Project Total				0.0	0.0	0.0	1,705.0

Need ID	Project Description/Funding Source	Score	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
3719	Noorvik Village: Road Improvements	100.7	2					
	Improve 7.1 miles of existing roads.		3					
			7					
			4					
	Federal			STP	0.0	0.0	0.0	
	State			0.0	0.0	0.0		
	Other	3 7 50						
	Project Total				0.0	0.0	0.0	1,150.0
3714	Nulato: Local Road Improvements and Extension	104.8	2					
	Construction for new townsite subdivision.		4					
	Federal			STP	0.0	0.0	0.0	
			State			0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	1,950.0
6140	Nunam Iqua: Sanitation Road	123.3	2					
	Construct a gravel road across Swan Lake for water and sewer improvements.		3					
			4		2,100.0			
	Federal			STP	1,910.4	0.0	0.0	
			State		0.0	0.0	0.0	
	Other		189.6					
	Project Total				2,100.0	0.0	0.0	0.0
12139	Palmer: State Fair Visitors and Commuter Center	117.5	2					
	Construct intermodal passenger terminal and parking for commuter train, vanpools, handicap accessible vehicles and buses to facilitate year round commuter operations and to provide alternative transportation access to the Alaska State Fair and its activities. The project includes a parking area for buses and vans, a passenger terminal facility, and bike racks. The facility will be located along the west side of the State Fairgrounds from Inner Springer Loop on the north to the main entrance to the State Fair on the south.		3		10.0			
			7		10.0			
			4		1,100.0			
	Federal			STP	1,018.9	0.0	0.0	
	State		0.0	0.0	0.0			
	Other		101.1					
	Project Total				1,120.0	0.0	0.0	0.0
9622	Palmer: Chugach Street Rehabilitation	124.3	2					
	Resurface approximately 4,700 linear feet of Chugach Street between Fireweed Avenue and Outer Springer Loop Road. Illumination and sidewalks are to be included.		3			100.0		
			7					
			4					
	Federal			STP	0.0	91.0	0.0	
	State		0.0	9.0	0.0			
	Other	2/45.0; 4/15.8						
	Project Total				0.0	100.0	0.0	1,175.0

Need ID	Project Description/Funding Source	Score	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
2548	Palmer: Palmer-Fishhook Road Rehabilitation	106.3	2					
	Rehabilitate from the Glenn Highway to the Wasilla-Fishhook Road intersection (7 miles), including widening to add shoulders, resurfacing and intersection improvements as needed.		7					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	5,160.0
16032	Pedro Bay: Rushing Creek Bridge Replacement	120.2	2			205.0		
	Remove existing Rushing Creek Bridge # 1761 and construct a replacement bridge on the same alignment. Replacement bridge will be approximately 85' in length and 14'-16' in width spanning the 40'-50' deep Rushing Creek Canyon. The replacement bridge will have increased load limits to accommodate trucks and heavy equipment.		7					
			4					
	Federal			BR	0.0	164.0	0.0	
	State				0.0	0.0	0.0	
	Other	2 35 3				41.0		
		15						
	Project Total				0.0	205.0	0.0	1,243.0
10062	Petersburg: Haugen Drive Upgrade and Path Extension	103.8	2					
	Rehabilitate the pavement and sidewalks on Haugen Drive between Nordic Drive and the Airport. Includes construction of turn lanes and a separated path from the airport to Sandy Beach Road, resurfacing beyond the airport and additional lighting.		3					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	3,055.0
13520	Pilot Point: Ugashik River Road Construction	106.3	2					
	Construct 4.9 miles of gravel road from the new Pilot Point landfill to the Ugashik River and a new boat landing site.		3					
			7					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	7,100.0

Need ID	Project Description/Funding Source	Score	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
6651	Point Lay: Street Improvements	100.8	2					
	Reconstruct four street cul-de-sacs. Improve landfill road. Develop road to new subdivision block.		3					
			7					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other	3/60.0; 4/60.0						
	Project Total				0.0	0.0	0.0	1,370.0
9547	Port Lions: State Road Safety Improvements & Resurfacing	120.8	2			132.0		
	Rehabilitate CDS Route 069050 from MP 0.00 to MP 4.19. Use 6" aggregate base course over entire 20' width. Install warning signs. Install an estimated 40 guardrail runs with a total quantity of approximately 3580 linear feet.		7					
			4					
	Federal			STP	0.0	120.1	0.0	
	State				0.0	11.9	0.0	
	Other							
	Project Total				0.0	132.0	0.0	945.0
17161	Quinahagak: Road Drainage Improvements Ph I	111.1	2				360.0	
	This project will upgrade approximately 1.55 miles of the existing road system in the village of Quinahagak (Kwinhagak). This is the first of three phases. Improvements for Phase 1 include upgrading 1.25 miles of major road and upgrading 0.3 miles of minor roads and access, through widening, surfacing, dust palliative, and improved drainage and signage improvements. Phase 1 includes proposed construction and signage installation along Fish Plant Road, Mission Drive, West Quanirtunq Drive, Washeteria Drive, and Airport River Road. Phase 1 will also include the construction of approximately 0.1 miles of new road that will provide a second access from Qanirtunq Drive to Boat Harbor Road and provide additional access to housing lots.		3					
			7					
			4					
	Federal			STP	0.0	0.0	327.5	
	State				0.0	0.0	0.0	
	Other	2/31.0, 3/141.0,					32.5	
	Project Total				0.0	0.0	360.0	2,050.0
16008	Quinahagak: Community Roads Improvements Phase 2	101.5	2					
	This project will upgrade approximately 2.9 miles of the existing road system in the village of Quinahagak. Improvements include widening, dust palliative, surface improvements, lighting, improved signage, and boardwalks improvements.		3					
			7					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	3,675.0

Need ID	Project Description/Funding Source	Score	Phse	Apprn	FFY 04	FFY 05	FFY 06	Requ Funding >FFY '06
3943	Richardson Hwy: Delta Junction Quartz Lake Road	96.0	2					
	Resurfacing, drainage improvements, minor widening and realignment of 2.5 miles of road. Includes asphalt surface treatment.		4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	500.0
16176	Ruby: Community Road Improvements & Construction	104.0	2					
	Repair and resurface approximately 3.5 miles of local roads and construct a 2 mile road to the cemetery.		3					
			7					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other	3/20.0						
	Project Total				0.0	0.0	0.0	3,600.0
9918	Russian Mission: Landfill Road	124.0	2		25.0			
	Construct 3/4 mile long road to the new landfill.		3		0.0			
			4				700.0	
	Federal			STP	22.7	0.0	636.8	
	State				0.0	0.0	0.0	
	Other	3/20.0			2.3		63.2	
	Project Total				25.0	0.0	700.0	0.0
16722	Sand Point: Roads Improvements	112.7	2				350.0	
	Repave two segments of Main Road/Airport Access Road that have a combined length of approximately 2.7 miles. Pave 3 gravel roads - Nagai Avenue, Red Cove Road and Humboldt Lane that have a combined length of approximately 2.5 miles. Separated pathways, illumination and drainage are not included.		3					
			7					
			4					
	Federal			STP	0.0	0.0	318.4	
	State				0.0	0.0	0.0	
	Other						31.6	
	Project Total				0.0	0.0	350.0	4,650.0
7437	Sand Point: Harbor Access Road Rehabilitation	103.2	2					
	Realign and reconstruct 5,000 lineal feet of road from the airport road to the new Sand Point Boat Harbor. It will also eliminate 3 "S" curves to provide line of sight; construct a new roadway for approximately 600 feet adjacent to the harbor parking and storage areas, and; install a subsurface drainage system.		3					
			7					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	2,440.0

Need ID	Project Description/Funding Source	Score	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
3685	Selawik Boardwalk Improvements Phase II	124.8	2		40.0			
	Reconstruct approximately 3.5 miles of boardwalk. Convert selected sections to gravel.		3			25.0		
			4			460.0		
	Federal			STP	36.4	441.2	0.0	
	State				0.0	0.0	0.0	
	Other	3/25.0			3.6	43.8		
	Project Total				40.0	485.0	0.0	0.0
3686	Selawik: Landfill Access Improvement	114.3	2		75.0			
	Upgrade the boardwalk access to the local landfill.		3					
			4			1,700.0		
	Federal			STP	68.2	1,546.5	0.0	
	State				0.0	0.0	0.0	
	Other				6.8	153.5		
	Project Total				75.0	1,700.0	0.0	0.0
12399	Seldovia: Airport Avenue Paving and Pedestrian Facilities	106.7	2					
	Reconstruct and pave the Airport Access Road. Pedestrian facilities will be included.		3					
			7					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	1,350.0
2625	Seward: Nash Road: MP 0.0 to MP 5.3 Rehabilitation	122.3	2		350.0			
	Resurface 5.3 miles of road.		7		100.0			
			4		3,300.0			
	Federal			GARVEE	2,450.0	0.0	0.0	
	Federal			STP	1,182.6			
	State				117.4	0.0	0.0	
	Other							
	Project Total				3,750.0	0.0	0.0	0.0
3687	Shageluk: Airport Access Road	127.7	2		330.0			
	Rehabilitate and realign the 4-mile access road to airport.		3				400.0	
			4					
	Federal			STP	300.2	0.0	39.0	
	State				0.0	0.0	0.0	
	Other				29.8		361.0	
	Project Total				330.0	0.0	400.0	6,200.0

Need ID	Project Description/Funding Source	Score	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
3667	Shaktoolik: Landfill Road	999.0	2		60.0			
	Road to new dump site south of the city. This project is in conjunction with a Public Health Service project.		4			325.0		
	Federal			STP	54.6	295.7	0.0	
	State				0.0	0.0	0.0	
	Other				5.4	29.3		
	Project Total				60.0	325.0	0.0	0.0
5116	Shishmaref: Erosion Protection	110.3	2					
	Erosion protection of airport.		4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	4,300.0
9923	Shungnak: Sewage Lagoon Access	102.3	2					
	Construct road to and around the city sewage lagoon. Reconstruct roads under which utility lines will be installed. Total length of road is 1.3 miles.		3					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other	3/40.0						
	Project Total				0.0	0.0	0.0	790.0
2998	Sitka: Japonski Island Streets and Utilities	199.0	2					
	Upgrade of streets and utilities to city standards and dedication of right-of-way for city assumption of maintenance and operation.	102.3	3		10.0			
			7		250.0			
			4		2,000.0			
	Federal			STP	2,055.9	0.0	0.0	
	State				204.1	0.0	0.0	
	Other							
	Project Total				2,260.0	0.0	0.0	0.0
10064	Sitka: Sawmill Creek Road Upgrade	113.3	2		380.0			
	Reconstruct and widen 4.95 miles of Sawmill Creek Road from Jeff Davis Street to the end of pavement at Blue Lake Road. Includes intersection improvements at Indian River Road, replacement of the Indian River Bridge #0865, sidewalk additions and separated path reconstruction.		3		600.0			
			7		500.0			
			4		6,500.0			
	Federal			STP	2,480.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other	GO bonds			5,500.0			
	Project Total				7,980.0	0.0	0.0	5,400.0

Need ID	Project Description/Funding Source	Score	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
3675	St. Mary's: Pitka's Point Road	189.0	2					
	Rehabilitate the 1.5 mile road from Pitka's Point to the airport road. Phase 4 funding in '00 is designated for the 6 mile road from the airport to St. Mary's. The remaining phase 4 funding is designated for the 1.5 mile road from Pitka's Point to the airport road.	107.0	7					
			4				1700	
	Federal			STP	0.0	0.0	1,546.5	
	State				0.0	0.0	76.8	
	Other						76.7	
	Project Total				0.0	0.0	1,700.0	0.0
16089	St. Michael to Stebbins Road Improvements & Safety Enhancements	97.3	2					
	Rehabilitate and widen the road between St. Michael's and Stebbins.		4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	3,600.0
16723	St. Paul: Landfill Access Road Improvements and Extension	160.9	2		465.0			
	Widen, elevate, provide drainage improvements and resurface with gravel 3 miles of existing roadway (Polovina Turnpike) and construct .8 miles of new road over existing trail to the City's new landfill (VSW). Project does not include separated pathway or illumination.		3				150.0	
			7					
			4					
	Federal			STP	423.0	0.0	136.5	
	State				21.0	0.0	6.8	
	Other				21.0		6.7	
	Project Total				465.0	0.0	150.0	7,785.0
17901	Statewide: Congestion Mitigation and Air Quality Implementation Plan	999.0	all		3,000.0	3000	1,000.0	
	Projects selected to use funding from this program will be evaluated statewide with scoring criteria developed jointly with mobile source air quality staff from DEC. The goal is to objectively allocate these funds to the projects that contribute the most air quality benefits including achieving and sustaining air quality conformity in designated non attainment areas. Projects served by this funding may be nominated from any area of the state provided it is meant to achieve a reduction in pollution that serves a recognized air quality benefit.							
	Federal			CMAQ	2,729.1	2,729.1	909.7	
	State				270.9	270.9	90.3	
	Other							
	Project Total				3,000.0	3,000.0	1,000.0	3,000.0
3653	Stevens Village: Sanitation Road	999.0	2				350.0	
	Construct road to new landfill. This project is in conjunction with a Village Safe Water project.		4					
	Federal			STP	0.0	0.0	318.4	
	State				0.0	0.0	0.0	
	Other						31.6	
	Project Total				0.0	0.0	350.0	1,500.0

Need ID	Project Description/Funding Source	Score	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
3637	Tanana: Community Road Improvements	105.7	2					
	Rehabilitate and resurface approximately 4 miles of roads. Address dust and drainage problems.		7					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	1,400.0
17082	Tanana Multi-Purpose Road Rehabilitation	107.3	2					
	Rehabilitate existing landfill, VOR, and gravel access road, 3 miles.		3					
			7					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	2,400.0
13540	Tuntutuliak: Community Boardwalks Reconstruction	100.8	2					
	Construct 5,000 feet of new and replacement boardwalk to accommodate 4X4 ATV traffic for movement of flush/haul system for new housing to be constructed through HUD in the summer of 2001.		3					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	1,330.0
3651	U.S. Creek Road Rehabilitation	999.0	2					
	Rehabilitate U.S. Creek Road (approx. 9 miles) between Steese Highway, MP 57 and the new Nome Creek Road. Work to include grading, ditching, brushing and crushed surfacing material. Also includes the Davidson Ditch Interpretive Wayside at MP 57.		4		1,600.0			
	Federal			STP	1,455.5	0.0	0.0	
	State				72.3	0.0	0.0	
	Other				72.2			
	Project Total				1,600.0	0.0	0.0	0.0
16090	Unalakleet: Community Road Improvements	105.5	2					
	Repair and upgrade approximately 3.5 miles of local roads. Repair and upgrade approximately 3.5 miles of local roads. Address dust problems and drainage improvements.		3					
			7					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	3,325.0

Need ID	Project Description/Funding Source	Score	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
9911	Unalakleet: Landfill Access Road	118.0	2					
	Construct a new 3,000 foot road to the proposed sewage lagoon.		4			150.0		
	Federal			STP	0.0	136.5	0.0	
	State				0.0	0.0	0.0	
	Other					13.5		
	Project Total				0.0	150.0	0.0	0.0
3877	Emmonak: Community Roads	117.3	2		60.0			
	Extend and upgrade existing community roads.		3					
			4					
	Federal			STP	54.6	0.0	0.0	
	State				0.0	0.0	0.0	
	Other				5.4			
	Project Total				60.0	0.0	0.0	1,100.0
6398	Unalaska: South Channel Bridge #1386 Construction	199.0	2					
	Replace the existing bridge with a concrete deck bridge on a parallel alignment. Bridge design is to be sufficient so as to permit pedestrian use. Construction of roadway approaches will be included.	112.3	3		1,250.0			
			7			2,000.0		
			4			4,000.0	10000	
	Federal			BR	1,000.0	4,800.0	8,000.0	
	State				250.0	1,200.0	2,000.0	
	Other							
	Project Total				1,250.0	6,000.0	10,000.0	0.0
6701	Unalaska: Captains Bay Road Rehabilitation	101.5	2					
	Rehabilitate 2.7 miles of Captains Bay Road between its intersection with Airport Beach Road and the entrance to the Offshore Systems, Inc. Facility. Improvements consist of rehabilitation of the road foundation and surfacing with asphalt pavement. A separated pedestrian and bicycle trail would also be constructed along the roadway.		3					
			7					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other	4/650.0						
	Project Total				0.0	0.0	0.0	7,165.0
2685	Unalaska: East Point/Ballyhoo Road Rehabilitation Phase I	199.0	2		730.0			
	Rehabilitate and pave East Point Road from Airport Beach Road to Ballyhoo Road, Ballyhoo Road from East Point Road to the Alaska Ship Supply Store, and Airport Beach Road from Ballyhoo Road to Airport Drive. Project includes foundation and drainage improvements, and a new pathway. Includes paving Airport Beach Road from Airport Road from Airport Drive to Broadway.	107.5	3					
			7			2,110.0		
			4				14367	
	Federal			STP	664.1	1,919.5	13,069.7	
	State				0.0	0.0	0.0	
	Other				65.9	190.5	1,297.3	
	Project Total				730.0	2,110.0	14,367.0	0.0

Need ID	Project Description/Funding Source	Score	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
2691	Upper Kalskag: Sanitation Road Construction	98.0	2					
	Construct a new 400 feet gravel access road to connect a housing subdivision to the new sewage lagoon. This project is in conjunction with a Village Safe Water project.		4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other	Design	ADEC					
	Project Total				0.0	0.0	0.0	330.0
15684	Valdez: Mineral Creek Bridge Approaches	199.0	2		270.0			
	Realign the approaches to eliminate existing blind curves.		3				200.0	
			4					
	Federal			STP	245.6	0.0	181.9	
	State				12.2	0.0	9.1	
	Other				12.2		9.0	
	Project Total				270.0	0.0	200.0	2,350.0
3612	Valdez: Mineral Creek Loop Road Rehabilitation	101.0	2					
	Resurfacing and drainage improvements		7					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other	Local Match						
	Project Total				0.0	0.0	0.0	2,300.0
3604	Venetie: Sanitation Road Construction	105.3	2				80.0	
	Construct access road to new landfill and sewage lagoon. (ANTHC)		4					
	Federal			STP	0.0	0.0	72.8	
	State				0.0	0.0	0.0	
	Other						7.2	
	Project Total				0.0	0.0	80.0	300.0
6650	Wainwright: Tukpak Bar Access Road	106.0	2					
	Construct an approx. 4 mile long all season access road to the North Slope Borough gravel stockpile and dredged boat harbor near the mouth of the Kuk River.		3					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other	3/200.0; 4/200.0						
	Project Total				0.0	0.0	0.0	2,700.0

Need ID	Project Description/Funding Source	Score	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
16528	Wales: Community Road Improvements	99.7	2					
	Rehabilitate approximately 2.5 miles of roads, including road to the airport and Kinginkgin Road.		3					
			7					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	1,800.0
3607	Wales: Landfill Road	106.7	2					
	Improve road to sewage lagoon and landfill, approximately 1/4 mile in length.		3					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	1,560.0
12739	Wasilla Station	123.8	2			150.0		
	Construct an Intermodal Passenger Terminal and Parking area near the Wasilla Airport.		3				200.0	
			7					
			4					
	Federal			STP	0.0	130.0	181.9	
	State				0.0	0.0	0.0	
	Other	3/20, 4/1020				20.0	18.1	
	Project Total				0.0	150.0	200.0	2,250.0
11720	Wasilla: Crusey Street Improvements	135.0	2		250.0			
	Reconstruct approximately 2,200 lineal feet of Crusey Street between the Parks Highway and Bogard Road to accommodate four lanes and center turn lane. Provide landscaping and architectural lighting improvements.		3				500.0	
			7					
			4					
	Federal			STP	227.4	0.0	454.9	
	State				22.6	0.0	45.2	
	Other							
	Project Total				250.0	0.0	500.0	2,200.0
11721	Wasilla: Lucas Road Improvements (City of Wasilla)	118.2	2			350.0		
	Improve Lucas Road between Parks Highway and Spruce Avenue to an upgraded two lane facility with shoulders, turning lanes, pedestrian facilities, landscaping and drainage improvements.		3				100.0	
			7					
			4					
	Federal			STP	0.0	318.4	91.0	
	State				0.0	24.9	4.5	
	Other	3/145.0				6.7	4.5	
	Project Total				0.0	350.0	100.0	2,300.0

Community Transportation Program
Final STIP

Need ID	Project Description/Funding Source	Score	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY '06
2461	Wasilla: Church Road South Extension	115.8	2		900.0			
	Extend road south from the Parks Highway to the Wasilla Airport. Includes possible signalized intersection with the Parks Highway and a grade separated crossing of the Alaska Railroad. Project is being design by the City of Wasilla and they are securing the right-of-way for the project. Pedestrian traffic will be accommodated with wide shoulders (potential GO bonded project).		3					
			4		1,425.0			
	Federal			STP	325.0	0.0	0.0	
	Federal			EMRK	800.0			
	State					0.0	0.0	
	Other		GO bonds	4/850	1,200.0			
	Project Total				2,325.0	0.0	0.0	3,400.0
9618	Wasilla: Mack Drive Improvements	104.9	2					
	Extend Mack Drive approximately one mile to the Parks Highway at South Church Road. Project also includes upgrading the existing substandard gravel portion of Mack Road intersecting Knik-Goose Bay Road.		3					
			7					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	8,295.0
2505	Willow Creek Parkway Rehabilitation	97.8	2					
	Upgrade the sub-base and pave the 3.75 mile long Willow Creek Access Road between the Parks Highway and the campground at the Susitna River.		3					
			7					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	1,400.0
15619	Yakutat: State Road Resurfacing	111.5	2				200.0	
	Recondition and resurface 6.5 miles of state-maintained road and extend pavement for an additional 0.4 miles. Meet clear zone requirements along the 3.3 miles of Airport Road by widening the embankment. Enhance the parking area for the railroad display.		4					
	Federal			STP	0.0	0.0	181.9	
	State				0.0	0.0	9.1	
	Other						9.0	
	Project Total				0.0	0.0	200.0	2,700.0
	Program Total				118,247.4	97,379.9	133,237.5	662,533.1

Need ID	Project Description/Funding Source	Score	Phse	Apprn	FFY04	FFY05	FFY06	Req'd Funding >FFY06
6461	AMATS Allocation	999.0	all		3,452.5	3,452.5	3,996.4	
	AMATS Program Allocation							
	Federal			STP	1,256.3	1,256.3	1,454.2	
	Federal			TE	1,884.4	1,884.4	2,181.3	
	State				78.0	78.0	90.2	
	Other				233.8	233.8	270.7	
	Project Total				3,452.5	3,452.5	3,996.4	6,394.1
2693	Anchorage-USFS: USFS Portage Valley Blue Ice Trail System Construction	199.0	2					
	This will provide an integrated network of trails for the Portage Valley Campsites.	100.7	4					
	Federal			TE	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other	USFS Labor						
	Project Total				0.0	0.0	0.0	1,500.0
6118	Central Region: ADA Pedestrian Facilities	999.0	2					
	Construct ramp and curb cuts in compliance with ADA at various locations to be determined.		4		200.0	200.0	200.0	
	Federal			TE	181.9	181.9	181.9	
	State				0.0	0.0	0.0	
	Other				18.1	18.1	18.1	
	Project Total				200.0	200.0	200.0	500.0
2251	Central Region: Winter Trail Marking	999.0	2			50.0	50.0	
	Mark overland winter trails in the western area of Central Region with permanent trail markers. Trail markers will ensure winter travelers can safely journey between communities in the area.		4			600.0	200.0	
	Federal			TE	0.0	591.3	227.4	
	State				0.0	0.0	0.0	
	Other					58.7	22.6	
	Project Total				0.0	650.0	250.0	1,350.0
6618	Copper River Highway - Eyak River Bridge	199.0	2					
	Construct Pedestrian Bridge	94.0	4					
	Federal			TE	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	1,700.0
3972	Dalton Hwy: MP 57 Yukon Crossing Intermodal Facilities	199.0	2					
	Construct intermodal facilities at the Yukon River boat/barge landing site. Includes access, storage area and parking, information and traveler facilities.	80.7	3			20.0		
			4					
	Federal			TE	0.0	18.2	0.0	
	State				0.0	1.8	0.0	
	Other	2/140.0; 3/10.0; 4/110.0						
	Project Total				0.0	20.0	0.0	1,400.0

Need ID	Project Description/Funding Source	Score	Phse	Apprn	FFY04	FFY05	FFY06	Req'd Funding >FFY06
3948	Denali Hwy: MP 6 - Information & Orientation Wayside	199.0	2					
	Construct information and orientation wayside.	100.2	4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	BLM Labor		Design					
	Project Total				0.0	0.0	0.0	392.0
9549	Dillingham: Trail Construction	83.2	2					
	Upgrade and hard surface 2.9 mile pathway on Kanakanak Road from Dillingham to intersection of Kanakanak and Aleknagik Lake Roads.		7			5.0		
			4			1,586.0		
	Federal			TE	0.0	1,447.3	0.0	
	State				0.0	143.7	0.0	
	Other							
	Project Total				0.0	1,591.0	0.0	0.0
3994	Edgerton Hwy: Chitna Bike/Pedestrian Facility	199.0	2					
	Construct approx. two miles of bike path from One Mile Lake to Chitina (MP 32 Edgerton to Trout Lake).	103.5	3					
			7					
			4				610.0	
	Federal			TE	0.0	0.0	554.9	
	State				0.0	0.0	55.1	
	Other							
	Project Total				0.0	0.0	610.0	0.0
10068	Five Finger Lighthouse Access Improvements	199.0	2				20.0	
	Establish pedestrian access to the Five Finger Lighthouse by constructing a ramp with tram for lifting boats and people safely from tidewater to the concrete deck surrounding the lighthouse.	115.0	4					
	Federal			TE	0.0	0.0	18.2	
	State				0.0	0.0	1.8	
	Other	4/6.0						
	Project Total				0.0	0.0	20.0	225.0
17681	FMATS TRAAK Allocation	999.0	all		853.2	853.2	987.6	
	FMATS Program Allocation							
	Federal			STP	310.5	310.5	359.4	
	Federal			TE	465.7	465.7	539.1	
	State				19.3	19.3	22.3	
	Other				57.7	57.7	66.9	
	Project Total				853.2	853.2	987.6	0.0

Need ID	Project Description/Funding Source	Score	Phse	Apprn	FFY04	FFY05	FFY06	Req'd Funding >FFY06
16841	Kasilof River Scenic Overlook	136.0	2					
	Reconstruct the Kasilof River State Recreation Site adjacent to the Sterling Highway. Project will provide interpretation of wildlife and scenic views of the Kasilof River, a new access to improve site distance, access to the river, picnic sites, restrooms, drinking water and parking areas.		3					
			7					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	1,950.0
6662	Kenai: Kenai River Bridge Access Road Pathway	199.0	2					
	Construct a pedestrian/bike path parallel to the Kenai River Bridge Access Road between Kalifornsky Beach Road and the Kenai Spur Road, 3.3 miles.	99.5	3					
			7					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	3,890.0
2334	Mat-Su: Hatcher Pass: Scenic Overlook & Trailhead Const - Phase 3	199.0	2					
	Construct scenic overlooks, reststops, and trailheads along the Hatcher Pass road corridor. Most of the sites will be paved viewing areas with covered kiosks and interpretive panels. Sanitary facilities will be installed. In addition, construct 1/2 mi access road, parking area and public trailhead at MP 11 of the Hatcher Pass road.	112.7	4				1,103.0	
	Federal			STP	0.0	0.0	1,003.4	
	State				0.0	0.0	99.6	
	Other							
	Project Total				0.0	0.0	1,103.0	397.0
6216	Mat-Su: Big Lake - Fish Creek Park Wayside	199.0	2					
	Construct a pedestrian bridge and 10 vehicle parking area adjacent South Big Lake Road at Fish Creek and construct a separated pedestrian path from Fish Creek to S. Big Lake wayside. Project will bring the trail into the wayside, and will pave the 1/4 mile of South Big Lake Wayside Access Road that circles the wayside.	98.8	3					
			7					
			4					
	Federal			TE	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	1,510.0

Need ID	Project Description/Funding Source	Score	Phse	Apprn	FFY04	FFY05	FFY06	Req'd Funding >FFY06
6859	McCarthy Road: Kennicott River East/West Wayside	199.0	2					
	On West Wayside construct parking area and loading area with sanitary facilities. On East Wayside construct parking area and loading area.	97.7	3					
			4					
	Federal			STP	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	550.0
6879	Naknek / King Salmon: Pathway Construction	199.0	2					
	In Naknek construct approx 3.5 mi. of bike/ped trails from downtown to Donna G. Subdivision (mile 4 on the AK Penin. Hwy). In King Salmon construct approx 2.5 mi. of trail from downtown to Flat Nose Henry Rd.	114.5	3					
			7					
			4					
	Federal			TE	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	3,000.0
3869	Northern Region: ADA Pedestrian Facilities	999.0	2					
	Pedestrian facility improvements to meet Americans with Disabilities Act standards outside FMATS area.		4		1,800.0			
	Federal			TE	1,637.5	0.0	0.0	
	State				0.0	0.0	0.0	
	Other				162.5			
	Project Total				1,800.0	0.0	0.0	0.0
16556	Northern Region: Winter Trail Marking	999.0	2		50.0	50.0	50.0	
	Mark overland winter trails in Northern Region with permanent trail markers. Trail markers will ensure winter travelers can safely journey between communities in the area.		4		200.0	200.0	200.0	
	Federal			TE	227.4	227.4	227.4	
	State				0.0	0.0	0.0	
	Other				22.6	22.6	22.6	
	Project Total				250.0	250.0	250.0	1,350.0
10070	Point Retreat Lighthouse Access Improvements	145.3	2					
	Improve pedestrian access to Point Retreat Lighthouse and it's maritime museum, system of trails and natural history interpretive center by rehabilitating the pier and constructing an accessible dock and gangway. All travel routes will be ADA accessible.		4					
	Federal			TE	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other	2/25.0; 4/841.3						
	Project Total				0.0	0.0	0.0	1,680.0

Need ID	Project Description/Funding Source	Score	Phse	Apprn	FFY04	FFY05	FFY06	Req'd Funding >FFY06
12259	Recreational Trails Program	999.0	all		500.0	500.0	500.0	
	This program provides funding for various small recreational trail projects statewide. The program is administered by the Alaska Department of Natural Resources.							
	Federal			RTP	400.0	400.0	400.0	
	State				0.0	0.0	0.0	
	Other				100.0	100.0	100.0	
	Project Total				500.0	500.0	500.0	1,500.0
3707	Richardson Highway: MP 127 - Gulkana River Wayside	199.0	2				160.0	
	Construction and landscaping of wayside facilities and trailhead improvements.	199.0	3					
			4					
	Federal			TE	0.0	0.0	145.6	
	State				0.0	0.0	14.4	
	Other							
	Project Total				0.0	0.0	160.0	2,100.0
2610	Seward Highway: Turnagain Pass Recreation Area	199.0	4		1,400.0			
	Improve Turnagain Pass Recreation Area. Includes modifications to parking lots, toilets, and caretaker cabin (AC'd in '03)	79.4						
	Federal			TE	1,273.6	0.0	0.0	
	State				126.4	0.0	0.0	
	Other							
	Project Total				1,400.0	0.0	0.0	0.0
2633	Seward: Pathway Construction PH I	199.0	2					
	Construct pedestrian paths along Van Buren Avenue from 4th Ave to 2nd Ave; along Railway Ave from 6th Avenue to 4th Avenue with wheelchair access from Railway Ave; to the historic Railroad Depot; and along Coolidge Dr from Swetmann Av to Seward Hwy.	101.0	7					
			4					
	Federal			TE	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	310.0
10072	Sitka: UAS Pedestrian Connection Construction	135.0	2					
	Construct a sidewalk connecting Harbor Drive and the University of Alaska Southeast (UAS) site in Sitka.		3					
			4					
	Federal			TE	0.0	0.0	0.0	
	State				0.0	0.0	0.0	
	Other							
	Project Total				0.0	0.0	0.0	200.0
7219	Statewide: Bike Path Rehabilitation and Improvements	999.0	2		200.0	200.0	200.0	
	Rehabilitate bike-ped facilities.		4		500.0	500.0	500.0	
	Federal			TE	636.8	636.8	636.8	
	State				0.0	0.0	0.0	
	Other				63.2	63.2	63.2	
	Project Total				700.0	700.0	700.0	2,500.0

Need ID	Project Description/Funding Source	Score	Phse	Apprn	FFY04	FFY05	FFY06	Req'd Funding >FFY06
6465	Statewide: Scenic Byways Grants	999.0	all		300.0	300.0	300.0	
	This program allows communities to promote tourism and economic development by obtaining official state and/or national recognition for roads that possess outstanding scenic, recreational, historic, cultural, natural, and/or archaeological qualities. Projects are then developed to enhance, interpret, and promote these qualities.							
	Federal			Scenic Byways	240.0	240.0	240.0	
	State				0.0	0.0	0.0	
	Other				60.0	60.0	60.0	
	Project Total				300.0	300.0	300.0	900.0
14020	Statewide: Scenic Viewshed Enhancement	999.0	2		25.0	25.0	25.0	
	Highway preventive maintenance through vegetation clearing at guardrails, curves, ditches and other areas not suitable to mechanical techniques.		4		575.0	575.0	575.0	
	Federal			TE	545.8	545.8	545.8	
	State				54.2	54.2	54.2	
	Other							
	Project Total				600.0	600.0	600.0	2,950.0
9735	Unalaska: Airport Beach Road Pathway Phase II	199.0	2					
	Construct two separated and paved pathway segments of approximately 0.94 miles. Segment one will connect Gillman Road to the Dutch Harbor P.O. (0.47 mi.) and Segment two will connect Biorka Drive to the airport entrance road (0.47 mi.).	80.7	3					
			7			15.0		
			4			263.0	1,382.0	
	Federal			TE	0.0	252.9	1,255.9	
	State				0.0	0.0	0.0	
	Other					25.1	126.1	
	Project Total				0.0	278.0	1,382.0	0.0
	Program Total				10,055.7	9,394.7	11,059.0	38,248.1

Need ID	Project Description	Score	Phase	FFY04	FFY05	FFY06	Beyond '06
3847	Fairbanks: Illinois-Barnette & Bridge	189.0	2	400.0			
	Reconstruct/upgrade Illinois Street & Barnette (College Rd-7th)		3	4,500.0			
			7	2,500.0			
			4		1,500.0	8,500.0	
	Project Total			7,400.0	1,500.0	8,500.0	
3821	Fairbanks: University Avenue Widening	189.0	2	750.0			
	Major upgrade of University Avenue (Mitchell Expressway- College Road). Includes replacing the Chena River Bridge #263 and related bike/ped facilities (potential GARVEE bonded project).		3		2,400.0		
			7		3,600.0		
			4				
	Project Total			750.0	6,000.0	0.0	
3868	Fairbanks: 2nd/Wilbur	199.0					
	Upgrade Wilbur Street from Airport Way to 2nd Avenue from Wilbur Street to Stewart Street		4	3,500.0			
	Project Total			3,500.0	0.0	0.0	
17181	Fairbanks: 2nd, 3rd and Wickersham Upgrade	93.0	2		200.0	200.0	
	Upgrade 2nd Avenue from Barnette to Cowles, 3rd Avenue from Barnette to Cowles, and Wickersham Street from 1st Avenue to 4th.		3				
			7				
			4				
	Project Total			0.0	200.0	200.0	
9943	Fairbanks: Cartwright Road Rehab / Surfacing	94.0	2			100.0	
	Rehabilitate and pave Cartwright Road for the first mile west of Peger Road.		3				
			4				
	Project Total			0.0	0.0	100.0	

FMATS CTP TRAAK

Need ID	Project Description	Score	Phase	FFY04	FFY05	FFY06	Beyond '06
6359	Fairbanks: Chena River-Wendell St. Bridge Repair bridge deck.	99.2	2			200.0	
			7				
			4				
			Project Total	0.0	0.0	200.0	
13699	Fairbanks: College Road Rehab (Univ. to Danby) Rehabilitate.	115.8	2		150.0		
			3			150.0	
			7			70.0	
			4				
			Project Total	0.0	150.0	220.0	
3866	Fairbanks: College / Danby Intersection (HSIP) Upgrade this intersection to include signal improvements and the addition of a left-turn lane on College Road.	96.7	2	90.0			
			3			310.0	
			4				
			Project Total	90.0	0.0	310.0	
16103	Fairbanks: Cowles Street Upgrade Upgrade Cowles Street from 19th Avenue to 23rd Avenue.	100.7	2			225.0	
			3				
			7				
			4				
			Project Total	0.0	0.0	225.0	
16104	Fairbanks: Gilliam Street Upgrade Upgrade Gilliam Street from Airport to 19th Avenue.	96.5	2				
			3				
			7				
			4				
			Project Total	0.0	0.0	0.0	

FMATS CTP TRAAK

Need ID	Project Description	Score	Phase	FFY04	FFY05	FFY06	Beyond '06
17975	Fairbanks: Lacey / Noble	124.5	2	450.0			
	Upgrade Fairbanks downtown core area street by the following: Reconstruct Noble Street from 1st Avenue to 12th Avenue, reconstruct Lacey Street from 1st Ave to 4th Ave. and repave and restripe Lacey Street from 4th Ave to 12 Ave.		3			500.0	
			7			200.0	
			4				
	Project Total			450.0	0.0	700.0	
3839	Fairbanks: Phillips Field Road Upgrade	114.0	2	750.0			
	Reconstruction (Peger - Illinois Street).		3			1,450.0	
			7				
			4				
	Project Total			750.0	0.0	1,450.0	
3843	Fairbanks: S. Cushman Widening-Gaffney - 17th Ave.	189.0	2				
	Reconstruct and widen to 5 lanes (Gaffney to 17th Avenue).		3		2,000.0		
			7		2,000.0		
			4		0.0		
	Project Total			0.0	4,000.0	0.0	
3829	Fairbanks: S. Cushman Widening - Mitchell Expr-Van Horn	113.7	2				
	Mitchell Expressway to Van Horn Rehabilitation.		3				
			4				
	Project Total			0.0	0.0	0.0	
16205	Fairbanks: S.Cushman Widening (17th to Mitchell Expr)	104.0	2				
	Rehabilitate and widen South Cushman from 17th Avenue to the Mitchell Expressway.		3				
			7				
			4				
	Project Total			0.0	0.0	0.0	11,045.0

FMATS CTP TRAAK

Need ID	Project Description	Score	Phase	FFY04	FFY05	FFY06	Beyond '06
12425	Fairbanks: Van Horn Road Rehab / Safety Improvements	123.2	2				
	Widen & upgrade Van Horn Road from Cushman to Peger including shoulders, intersection improvemetns, illumination & replacement of aging pavement structure.		3		428.0		
			7		550.0		
			4				
	Project Total			0.0	978.0	0.0	
9946	FNSB: Bradway Road Reconstruction	101.8	2				
	Reconstruct Bradway Road (in the North Pole / Badger Road area) between Dennis Road and Badger Elementary School.		3				
			7				
			4				
	Project Total			0.0	0.0	0.0	
12422	FNSB: Chena Pump Rd / Small Tracts Road Safety	99.0	2			75.0	
	Construct an extended left turn lane to the south of the Chena Pump/Small Tracts Intersection.		3				
			4				
	Project Total			0.0	0.0	75.0	
3846	FNSB: Holmes Road Reconstruction (FMATS)	115.8	2		300.0		
	Reonstruciton/widening 2.8 miles of Holmes Road (Dennis Road - Badger/Peede Road).		3			500.0	
			7				
			4				
	Project Total			0.0	300.0	500.0	
6587	Fairbanks: McGrath Road Upgrade	90.5	2				
	Upgrade lower McGrath Road (Farmers Loop-Crystal Drive).						
	Project Total			0.0	0.0	0.0	300.0

FMATS CTP TRAAK

Need ID	Project Description	Score	Phase	FFY04	FFY05	FFY06	Beyond '06
9947	FNSB: Nordale Road Pavement Rehabilitation Rehabilitate roadway pavement from Badger Road to the Little Chena River.	119.3	2 4				
Project Total				0.0	0.0	0.0	2,700.0
15102	FNSB: Plack Road Upgrades & Dawson Road Extension Upgrade existing roadway (3.6 miles). Work will include widening, constructiong shoulders, drainage improvements, upgrading slough crossings and paving. Project also includes extending Dawson Road north to Plack Road (0.4 miles).	123.5	2 3 4			250.0	
Project Total				0.0	0.0	250.0	5,450.0
17089	FNSB: Tanana Drive Extension	111.0	2 7 4				
Project Total				0.0	0.0	0.0	
10568	FNSB: Yankovich/Miller Hill Road Upgrade Reconstruct Yankovich and Miller Hill Roads between Ballaine Road and Sheep Creek Road. Work includes widening with shoulders, drainage improvemetns, and paving.	117.7	2 3 7 4				
Project Total				0.0	0.0	0.0	3,300.0
7382	North Pole Elementary Access / Snowman Lane Provide road, drainage, and sidewalk improvements in the area of North Pole Elementary School.	96.0	2 3 7 4				
Project Total				0.0	0.0	0.0	850.0

Need ID	Project Description	Score	Phase	FFY04	FFY05	FFY06	Beyond '06
6261	North Pole: Old Richardson Highway Improvements	189.0	3				
	Major upgrade of approximately 3 miles of the Old Richardson Highway (Laurance Road to Richardson Highway).		7	260.0			
			4			4,331.0	
	Project Total			260.0	0.0	4,331.0	
3869	TRAAK / FMATS: ADA Pedestrian Facilities	999.0	2				
	Pedestrian facility improvements to meet Americans with Disabilities Act standards.		3				
			7			5.0	
			4	300.0	100.0	100.0	
	Project Total			300.0	100.0	105.0	210.0
3860	TRAAK / Fairbanks: Chena River Bike Trail	199.0	2				
	Construct a bicycle/ped facility along the Chena River from Cushman to Ft. Wainwright including 'Riverwalk Centennial Bridge' across the Chena River		3				
			7				
			4	2,000.0			
	Project Total			2,000.0	0.0	0.0	0.0
3831	TRAAK / Fairbanks: Steamship Nenana Renovation	101.8	2		150.0		
	Additional restoration work on sternwheeler Nenana.		4				
	Project Total			0.0	150.0	0.0	
12800	TRAAK / Fairbanks: Tanana Valley RR Trainhouse/Museum	114.7	2				
	Construct a 3,000 SF structure at Alaskaland to house and support operations of the restored Tanana Valley Engine#1. The proposed two part building will also include a museum with a focus on the history of the Tanana Valley Railroad and railroad transport		3				
			4		1,400.0		
	Project Total			0.0	1,400.0	0.0	0.0

FMATS CTP TRAAK

Need ID	Project Description	Score	Phase	FFY04	FFY05	FFY06	Beyond '06
6598	TRAAK / FNSB: Farmers Loop-Chena Hot Springs Road Trail Connection		2				
	All-season trail connection.	106.0	3				
			4				
	Project Total			0.0	0.0	0.0	700.0
3853	TRAAK / FNSB: Farmers Loop/Dogmushers Sanitary Wayside	102.3	2				
	Outhouse to serve bike path and dog mushing trailhead.		3				
			4				
	Project Total			0.0	0.0	0.0	160.0
9939	TRAAK / FNSB: Yankovich/Miller Hill Multi-Use Path	83.7	2		150.0		
	Construct a separated bicycle/pedestrian trail along Yankovich and Miller Hill Roads in the Farmers Loop/University of Alaska area.		3				
			4				
	Project Total			0.0	150.0	0.0	1,000.0
8721	TRAAK / North Pole Bike Trail	79.8	2				
	Construct / Rehab bike paths in North Pole.		3				
			4				
	Project Total			0.0	0.0	0.0	200.0
	PROGRAM TOTAL			15,500.0	14,928.0	17,166.0	
17662	FMATS CTP Allocation		all	8,531.7	8,531.7	9,875.8	
18005	75% Grandfather (University & Illinois)			6,112.5	5,625.0	6,375.0	
17681	FMATS TRAAK Allocation		all	853.2	853.2	987.6	
	FMATS Total:			15,497.4	15,009.9	17,238.4	

FMATS CTP TRAAK

Need ID	Project Description	Phase	FFY04	FFY05	FFY06
18021	FNSB: Voluntary Oxygen Sensor Replacement (CMAQ) Replace oxygen sensors in older model year I/M vehicles	4	350.0	540.0	165.0
	Project Total		350.0	540.0	165.0
18022	Advanced OBD II: Vehical Emission Repair Training	4	185.0		
	Project Total		185.0	0.0	0.0
12424	FNSB Coordinated Transit Program (CMAQ) Funding to assist FNSB to fully implement a Coordinated Transit Program, including construction of dispatcher office, purchase computer equipment & software, & operations assistance for 2-3 years.	2 4	40.0 800.0		
	Project Total		840.0	0.0	0.0
9339	Fairbanks: Electrical Plug-In and Operation Program (CMAQ) Installation of electrical plug-ins for preheating motor vehicle engines during cold temperatures in Fairbanks. This project will also provide assistance for the first two to three years plug-in operations.	4	650.0		
	Project Total		650.0	0.0	0.0
17087	FNSB: Bus Fleet Replacement (CMAQ) Provide funding to the Fairbanks North Star Borough to purchase nine buses for existing transit routes.	2 4		1,250.0	1,250.0
	Project Total		0.0	1,250.0	1,250.0
18023	Fairbanks Sticker Application Project (CMAQ) Addresses large # of in-use vheicles currently without I/M program windshield stickers: new vehicles and older diesel vehicles; once those groups have stickers, it will be easier for enforcement officials to spot program evaders.	2 4		215.0	
	Project Total		0.0	215.0	0.0
6401	FNSB: Paratransit Vehicle Replacement (CMAQ) Purchase 3 paratransit vehicles and spare parts for the Fairbanks North Star Borough Transit System.	2 4			400.0
	Project Total		0.0	0.0	400.0
18024	Fairbanks OBD I/M Performance Tracking Project (CMAQ) System to track performance of the OBD I/M Program by allowing periodic tailpipe tests of failed OBD vehicles (usually the vehicle's computer determines Pass/Fail.) Vehicle tailpipe tested again after repairs; results used to design program modifications	2 4			225.0
	Project Total		0.0	0.0	225.0
18025	Fairbanks Repair Effectiveness Improvement Project (CMAQ) Improves repair effectiveness especially on 1996 & newer vehicles; includes design, training, and initial advertising of certified I/M facilities that employ advanced-trained mechanics. Repair shops ID'd to motorists as best capable for repairing compute	2 4			
	Project Total		0.0	0.0	0.0
12519	FNSB: New Buses / New Routes (CMAQ) Purchase new buses for 3 routes within CO non-attainment area & support operations for 2-3 years.	2 4			
	Project Total		0.0	0.0	0.0
18026	Fairbanks Enhanced Motorist Compliance (CMAQ) Enables DEC to more easily identify I/M program evaders through use of the windshield sticker and other AK2000 enhancements. An investigator, analyst/programmer, environmental tech, administrative clerk, and a college intern would be hired.	2 4			
	Project Total		0.0	0.0	0.0

Need ID	Project Description	Phase	FFY04	FFY05	FFY06
3854	FNSB: Bus Stop Shelters (CMAQ)	2			
	Provide new bus shelters at priority locations and replace existing shelters with fully enclosed modular shelters.	7			
		4			
	Project Total		0.0	0.0	0.0
	PROGRAM TOTAL		2,025.0	2,005.0	2,040.0
17663	FMATS CMAQ Allocation Total		2,000.0	2,000.0	2,000.0

Need ID	Highway	Project Description/Funding Source	Phse	Apprn	Base Target			Req'd Funding >FFY06
					FFY 04	FFY 05	FFY 06	
					18,251.6	17,683.2	21,863.9	
					45,155.0	860.0	5,730.0	
					4,095.0	2,610.0	3,090.0	
					63,406.6	18,543.2	27,593.9	
					65,005.0	29,920.0	19,035.0	
4007	Chena Hot Springs	MP 22 to 54 Rehabilitation	2			400.0		
		Repave, MP 22-54 (Chena Hot Springs).	3					
			4					
		Federal		STP	0.0	363.9	0.0	
		State			0.0	36.1	0.0	
		Other						
		Project Total			0.0	400.0	0.0	6,200.0
16107	Chena Hot Springs	MP 37.5 Flood Control	2					
		Install control measures to prevent road closures due to flooding at Chena Hot Springs Road MP 37.5.	4			1,500.0		
		Federal		BR	0.0	1,200.0	0.0	
		State			0.0	300.0	0.0	
		Other						
		Project Total			0.0	1,500.0	0.0	
6475	Chief Eddie Hoffman	Bethel: Chief Eddie Hoffman Hwy Rehabilitation	2			400.0		
		Rehabilitate the Chief Eddie Hoffman Highway from Mile 0.0 to 4.3 and construct separated pathway.	3			150.0		
			7				50.0	
			4				5,945.0	
		Federal		STP	0.0	500.3	5,453.7	
		State			0.0	49.7	541.3	
		Other						
		Project Total			0.0	550.0	5,995.0	0.0
16882	Coffman Cove	Coffman Cove Road	4			8,000.0		
		Under a cost sharing arrangement with Western Federal Lands Highway Division (WFLHD), STP funds will be provided for this project in 2004. In return, WFLHD will provide funds for the Glacier Highway, Tee Harbor to Bessie Creek Rehabilitation project in 2004. Upgrade nine miles of forest development road between Coffman Cove junction and the Hatchery wye (advance construct in '04).						
		Federal		STP/F	0.0	8,000.0	0.0	
		Federal		FH	0.0	0.0	0.0	
		State			0.0	0.0	0.0	
		Other						
		Project Total			0.0	8,000.0	0.0	16,229.0

16983	Copper River	Copper River Hydrology Study	2		950.0				
		Conduct a hydrology study of the Copper River Highway from MP 29 to MP 49.	3						
			7						
			4						
				Federal	STP	864.2	0.0	0.0	
				State		85.8	0.0	0.0	
				Other					
		Project Total				950.0	0.0	0.0	0.0
6574	Copper River	MP 18 to 37 Improvements	2						
		Reconstruction including widening, straightening, guardrail, snow poles, snow fence and asphalt paving.	3						
			4						
				Federal	STP	0.0	0.0	0.0	
				State		0.0	0.0	0.0	
				Other					
		Project Total				0.0	0.0	0.0	10,350.0
7459	Copper River	MP 37 to 49 Paving	2						
		Pave existing crushed aggregate surface from MP 37 to MP 49 (Million Dollar Bridge).	4				5,900.0		
				Federal	STP	0.0	5,367.2	0.0	
				State		0.0	532.8	0.0	
				Other					
		Project Total				0.0	5,900.0	0.0	10,357.9
3989	Copper River	MP 6.5 to 18 Paving	2						
		Repave the Copper River Highway from MP 6.5 to MP 13 and widen and pave from MP 13 to MP 18 (Alegenek Slough).	3						
			7						
			4						
				Federal	STP	0.0	0.0	0.0	
				State		0.0	0.0	0.0	
				Other					
		Project Total				0.0	0.0	0.0	0.0
10063	Craig / Klawock / Hollis	Klawock to Hollis Pavement Rehabilitation	2						
		Stabilize roadway foundation and rehabilitate pavement between Clark Bay ferry terminal and the junction with Big Salt Lake Road in Klawock (23.4 miles). Repair the Harris River bridge #481 and upgrade the interpretive gateway to Prince of Wales Island at Clark Bay and trailheads at Harris River and 20-Mile Spur.	3						
			4						
				Federal	STP	0.0	0.0	0.0	
				State		0.0	0.0	0.0	
				Other					
		Project Total				0.0	0.0	0.0	10,500.0

7299	Dillingham Aleknagik	MP 8-23 Resurface 15 miles of the Dillingham to Aleknagik Road (MP 8 to 23) and Aleknagik Lake Wayside and Trailhead with a hard surface. Phase 1 of this project addressed MP 0.0 to 8. Project does not include separated pathways or illumination. Pedestrians will be accommodated with widened shoulders .	2						
			3						
			7						
			4			5,500.0			
				Federal	STP	5,003.4	0.0	0.0	
				State		496.7	0.0	0.0	
				Other					
				Project Total		5,500.0	0.0	0.0	0.0
3887	Elliott	MP 108 to 120 Rehabilitation (Minto Jct. Area) Reconstruction of the Elliott Highway between MP 108-120 (Minto Junction MP 110).	2				850.0		
			3					100.0	
			7						
			4						
				Federal	STP	0.0	773.2	91.0	
				State		0.0	76.8	9.0	
				Other					
				Project Total		0.0	850.0	100.0	9,200.0
3890	Elliott	MP 138 to 150 Reconstruction (Baker Creek-Manley) Reconstruction between MP 137 (Baker Creek) and MP 149.5 (Manley). Improvements to include a hi-float surface treatment.	2						
			3						
			4						
				Federal	STP	0.0	0.0	0.0	
				State		0.0	0.0	0.0	
				Other					
				Project Total		0.0	0.0	0.0	8,420.0
3885	Elliott	MP 73 to 108 Rehabilitation (Dalton Hwy-Minto Jct.) Rehabilitate the Elliott Highway between Dalton highway and the Minto Road. This will include a high float surface.	2						
			3						
			4						
				Federal	STP	0.0	0.0	0.0	
				State		0.0	0.0	0.0	
				Other					
				Project Total		0.0	0.0	0.0	17,800.0

13682	Glacier	Juneau: Glacier Highway 3R, Tee Harbor to Bessie Creek	2		400.0				
		Through a funding partnership with the Forest Highway Program, widen the Glacier Highway for 15.9 miles, from Tee Harbor intersection to Bessie Creek Trailhead. Enhance and sign scenic viewpoints, trailheads and beach access along the route.	3		50.0				
			7		100.0				
			4		10,600.0				
				Federal	STP	450.0	0.0	0.0	
				Federal	FH	10,700.0			
				State		0.0	0.0	0.0	
				Other					
				Project Total		11,150.0	0.0	0.0	0.0
9732	Hatcher Pass	MP 18-25	2						
		Recondition and pave the existing gravel road.	3						
			4						
				Federal	STP	0.0	0.0	0.0	
				State		0.0	0.0	0.0	
				Other					
				Project Total		0.0	0.0	0.0	7,450.0
9734	Hatcher Pass	MP 25 to 39	2						
		Recondition and pave the existing gravel road.	3						
			4						
				Federal	STP	0.0	0.0	0.0	
				State		0.0	0.0	0.0	
				Other					
				Project Total		0.0	0.0	0.0	10,000.0
2386	Illiama Nondalton	Illiama Nondalton Road Completion	2						
		Construct a bridge across the Newhalen River and connecting road link to Nondalton.	3						
			4			7,700.0	2,000.0		
				Federal	STP	7,004.7	1,819.4	0.0	
				State		695.3	180.6	0.0	
				Other					
				Project Total		7,700.0	2,000.0	0.0	0.0
15079	Kodiak Area AHS	Kodiak: Guardrail and Warning Signs	2						
		Construct areawide guardrail and warning signs.	3						
			4			3,000.0			
				Federal	SA 402	3,000.0	0.0	0.0	
				State		0.0	0.0	0.0	
				Other					
				Project Total		3,000.0	0.0	0.0	0.0

12079	McCarthy	MP 0 to MP 17	2						
		Major improvements from Chitina to the Kuskulana Bridge.	3						
			4						
				Federal	STP	0.0	0.0	0.0	
				State		0.0	0.0	0.0	
				Other					
		Project Total				0.0	0.0	0.0	33,385.0
15681	McCarthy	Slide/Flood Damage Repairs	2			175.0			
		Repair damages caused by severe flooding in September 2000. Includes providing rip rap to armor the approaches to the Lakina River Bridge, where flooding has caused a shift in the river channel. This project also includes clearing and stabilization of a major landslide area between McCarthy and Kennicott.	3						
			4				450.0		
				Federal	STP	159.2	409.4	0.0	
				State		15.8	40.6	0.0	
				Other					
		Project Total				175.0	450.0	0.0	0.0
3021	N. Tongass	Ketchikan: Ward Cove to Whipple Creek Widening/Realign	2						
		Widen/realign from Ward Cove to Whipple Creek (potential general obligation bonded project).	3						
			7						
			4			4,100.0			
				Federal	STP	2,200.0	0.0	0.0	
				State			0.0	0.0	
				Other	GO bond	1,900.0			
		Project Total				4,100.0	0.0	0.0	8,760.0
17223	Nome Area AHS	Nome Highway Bridge Improvements	2			100.0			
		Repair or replace standard approach bridge rails on the highways in Nome.	3						
			4					420.0	
				Federal	STP	91.0	0.0	382.1	
				State		9.0	0.0	37.9	
				Other					
		Project Total				100.0	0.0	420.0	0.0
12431	Nome Council	Council MP 45-48	2						
		Flatten slopes at MP 45, 46, 47 and 48. Install snow fencing.	3						
			4						
				Federal	STP	0.0	0.0	0.0	
				State		0.0	0.0	0.0	
				Other					
		Project Total				0.0	0.0	0.0	850.0

3743	Nome Council	Council Road: MP 21 to 27	2						
		Correct erosion problems from MP 21 to MP 27 (Molly's Corner to Grandma Minnies).	3						
			4						
			Federal	STP	0.0	0.0	0.0		
			State		0.0	0.0	0.0		
			Other						
		Project Total			0.0	0.0	0.0		2,800.0
3742	Nome Council	Council Road: MP 4 to 15	2						
		Repair, resurface and raise the grade between MP 4-15. This project includes slope flattening at MP 10 and MP 12, realignments at MP 6 and MP 8 and other snow control features such as snow fences.	3						
			4						
			Federal	STP	0.0	0.0	0.0		
			State		0.0	0.0	0.0		
			Other						
		Project Total			0.0	0.0	0.0		3,960.0
3744	Nome Council	Council Road: MP 62 to 69	2				800.0		
		Realign and rehabilitate approximately 7 miles of the Nome Council Highway. Raise the grade and reconstruct to current standards. Finished width will be 22 feet. Project includes additional subbase, improved embankment, minor realignment and drainage control.	3						
			4						
			Federal	STP	0.0	0.0	727.8		
			State		0.0	0.0	72.2		
			Other						
		Project Total			0.0	0.0	800.0		5,250.0
17104	Nome Taylor	Taylor Road (Kougarok) MP 27-33	2						
		The project will rehabilitate, resurface, raise grade, replace culverts and provide class I rip rap for the Kougarok Road MP 27-33.	3						
			4						
			Federal	STP	0.0	0.0	0.0		
			State		0.0	0.0	0.0		
			Other						
		Project Total			0.0	0.0	0.0		5,500.0
17103	Nome Taylor	Taylor Road MP 21 to MP 27	2						
		The project will rehabilitate, resurface, raise grade, replace culverts and provide class I rip rap for the Kougarok Road MP 21-27	3						
			4						
			Federal	STP	0.0	0.0	0.0		
			State		0.0	0.0	0.0		
			Other						
		Project Total			0.0	0.0	0.0		5,250.0

3738	Nome Teller	Glacier Creek Road New Alignment	2		200.0				
		Construct three miles of Glacier Creek Road on a new alignment. Install culverts and resurface.	3		500.0				
			4		7,000.0				
				Federal		STP	7,004.7	0.0	0.0
				State			695.3	0.0	0.0
				Other					
		Project Total			7,700.0		0.0	0.0	0.0
12433	Nome Teller	Teller Road MP 4.5 to 20 (Bob Blodgett Highway)	2						
		Raise grade and resurface areas to include MP 4.5 to 6, MP 8, MP 10, MP 15 and MP 16.	3						
			4						
				Federal		STP	0.0	0.0	0.0
				State			0.0	0.0	0.0
				Other					
		Project Total			0.0		0.0	0.0	1,150.0
3733	Nome Teller	Teller Road: MP 20 to 40 (Bob Blodgett Highway)	2						
		Rehabilitate by raising the grade and resurfacing the Bob Blodgett Highway between Mile 20 to 40.	3						
			4						
				Federal		STP	0.0	0.0	0.0
				State			0.0	0.0	0.0
				Other					
		Project Total			0.0		0.0	0.0	6,650.0
3734	Nome Teller	Teller Road: MP 40 to 72 (Bob Blodgett Highway)	2						
		Rehabilitate the Bob Bladgett Highway between Mile 40 to 72 by raising the grade, reconditioning and resurfacing.	3						
			4						
				Federal		STP	0.0	0.0	0.0
				State			0.0	0.0	0.0
				Other					
		Project Total			0.0		0.0	0.0	10,350.0
6203	Old Glenn	Old Glenn Highway Rehabilitation	2		1,245.0				
		Rehabilitate Old Glenn Highway From Palmer to the Glenn Highway. Repaving only from Plumly Road to the Glenn Highway Interchange. Includes seperated pathway from Palmer to Plumly Road. (general obligation bonded project).	3		2,100.0				
			7		100.0			2,500.0	
			4		5,500.0			1,780.0	3,445.0
				Federal		STP	0.0	0.0	0.0
				State			0.0	0.0	0.0
				Other		bonds	8,945.0	0.0	4,280.0
		Project Total			8,945.0		0.0	4,280.0	3,445.0

13521	Pasagshak / Chiniak	Kodiak: Pasagshak Road Realignment/Upgrade	2						
		Realign sections of the road located in the annual flood plain of an adjacent stream and rehabilitate the remaining portions of the road. Scope includes widening, erosion repair, drainage, culvert installation and replacement, limited geometric improvements, clearing and grubbing and paving.	3						
			7						
			4						
			Federal	STP	0.0	0.0	0.0		
			Federal	PLD	0.0	0.0	0.0		
			State		0.0	0.0	0.0		
			Other						
		Project Total			0.0	0.0	0.0		26,514.0
2427	Pasagshak / Chiniak	Kodiak: Chiniak Road Rehabilitation	2		350.0				
		Rehabilitate Rezanof West Road from the Coast Guard Station Access Road to the end of Cape Chiniak Road to include erosion repair, drainage, surfacing and limited geometric improvements.	3		100.0				
			4		5,160.0				
			Federal	GARVEE	5,610.0	0.0	0.0		
			State		0.0	0.0	0.0		
			Other						
		Project Total			5,610.0	0.0	0.0		0.0
7240	Petersville	Petersville Road: Rehabilitation MP 0.0 to 18.6	2						
		This project will rehabilitate Petersville Road from the Parks Highway to the Forks Roadhouse at MP 18.6. The project will address width, grade and alignment concerns; improve drainage; rehabilitate Moose Creek Bridge #401; rehabilitate the pavement and construct a pathway from MP 0.0 to MP 3.0, and, place a hard surface from MP 3.0 (current end of pavement) to MP 18.6.	3						
			4						
			Federal	STP	0.0	0.0	0.0		
			State		0.0	0.0	0.0		
			Other						
		Project Total			0.0	0.0	0.0		9,800.0
13979	Rampart	Rampart Road Eureka Connector	2		125.0		300.0		
		Construct a two lane road between Elliot Hwy/Eureka Spur and the community of Rampart on the Yukon River. This is a multi-phase project with four separate spin-off construction projects.	3				450.0		
			4		2,500.0				
			Federal	STP	2,388.0	0.0	682.3		
			State		237.0	0.0	67.7		
			Other						
		Project Total			2,625.0	0.0	750.0		24,900.0

3055	S. Tongass	Ketchikan: South Tongass Highway Widening	2						
		Widen shoulders, minor alignment changes, extend multi use path (USCG to Mt. Point) and repaving for 8.3 miles. Break into three segments: Bugge Rd., to Mt. Point, Mt. Point to Herring Cove, and Deermount to Bugge St.	3		1,300.0			2,300.0	
			7		600.0				
			4		5,000.0				
				Federal	STP	1,276.9	0.0	2,092.3	
				Federal	GARVEE	5,000.0		0.0	
				State		623.1	0.0	207.7	
				Other					
				Project Total		6,900.0	0.0	2,300.0	10,700.0
6483	South Big Lake	Big Lake: South Big Lake Road Realignment	2		350.0				
		Realign South Big Lake Road from the end of the current pavement to the intersection with Marion Drive.	3						
			4		4,310.0				
				Federal	STP	50.0	3,920.8	0.0	
				State		0.0	79.2	0.0	
				Other		2/300.0, 3/345.0, 4/310.0	300.0	310.0	
				Project Total		350.0	4,310.0	0.0	0.0
9960	Steese	MP 81-126	2						
		Rehabilitation and resurfacing from 12-Mile Summit to Central	4						
				Federal	STP	0.0	0.0	0.0	
				State		0.0	0.0	0.0	
				Other					
				Project Total		0.0	0.0	0.0	11,250.0
3649	Steese	MP 126-137 Reconstruction	2					400.0	
		First phase of reconstruction of the Steese highway between Central and Circle and replacement of the Crooked Creek bridge #431.	3						
			7						
			4						
				Federal	STP	0.0	0.0	363.9	
				State		0.0	0.0	36.1	
				Other					
				Project Total		0.0	0.0	400.0	650.0
3650	Steese	MP 137-148 Erosion/Birch Creek Bridge	2						
		Erosion control & bridge rehabilitation/replacement.	3						
			7						
			4						
				Federal	STP	0.0	0.0	0.0	
				State		0.0	0.0	0.0	
				Other					
				Project Total		0.0	0.0	0.0	1,100.0

17083	Steese	MP 17-21.5 Climbing Lanes	2			160.0	160.0	
		Construct 3.5 miles of truck climbing lanes on the Steese Highway.	3					
			4					
				Federal	STP	0.0	145.6	145.6
				State		0.0	14.4	14.4
				Other				
		Project Total				0.0	160.0	160.0
10499	Steese	MP 53-62	2					
		Minor rehabilitation and resurfacing from Boston Creek to MP 62.	4			5,000.0		
				Federal	STP	0.0	4,548.5	0.0
				State		0.0	451.5	0.0
				Other				
		Project Total				0.0	5,000.0	0.0
10479	Steese	MP 62-81	2				230.0	
		Minor rehabilitation and resurfacing from MP 62 to 12-Mile Summit.	4					
				Federal	STP	0.0	0.0	209.2
				State		0.0	0.0	20.8
				Other				
		Project Total				0.0	0.0	230.0
6030	Taylor	MP 95 to 160 Reconstruction	2				1,200.0	
		Widen and rehabilitate from Jake Wade Junction to Eagle. Includes replacement of the Fortymile River bridge.	3					
			4					
				Federal	STP	0.0	0.0	1,091.6
				State		0.0	0.0	108.4
				Other				
		Project Total				0.0	0.0	1,200.0
6173	Taylor	MP 64 to 82 Reconstruction-Mosquito Fork to Walker Fork	2			800.0		
		Rehabilitate and upgrade between Chicken and Walker Fork.	3					
			4					
				Federal	STP	0.0	727.8	0.0
				State		0.0	72.2	0.0
				Other				
		Project Total				0.0	800.0	0.0
3640	Taylor	MP 82 to the Canadian Border	2					
		Rehabilitate and upgrade between MP 82-95 and the Boundary Spur, MP 95 - 105 (Canadian Border).	3				400.0	
			4					
				Federal	STP	0.0	0.0	363.9
				State		0.0	0.0	36.1
				Other				
		Project Total				0.0	0.0	400.0
								15,000.0

Alaska Highway System Program
Final STIP

16881	Taylor	MP 95 to 160	2		200.0			
		Install safety Improvements at various locations along the Taylor Highway between MP 64 - 160	3					
			4				2,000.0	
				Federal	SA 402	200.0	0.0	2,000.0
				State		0.0	0.0	0.0
				Other				
		Project Total				200.0	0.0	2,000.0
								0.0
		Program total				65,005.0	29,920.0	19,035.0
								344,400.8

Earmarked Projects
Final STIP

9728	Alaska Highway: Tanana River Bridge #0505	2		400.0				
	Replacement on new stream alignment including bike lane and approach work.	3			100.0			
		7			100.0			
		4				25,000.0		
		Federal	FEMRK			25,000.0		
		Federal	BR	320.0	160.0	0.0		
		State		80.0	40.0	0.0		
		Other				0.0		
	Project Total			400.0	200.0	25,000.0		0.0
2186	Aleknagik: Wood River Bridge	2		1,000.0				
	Construct a new two lane bridge at the Wood River and 0.6 mile road between Aleknagik (North Shore) with the Dillingham-Aleknagik Road. Project does not include separated pathways or illumination.	3				1,000.0		
		7						
		4						
		Federal	FEMRK	1,000.0	0.0	1,000.0		
		State		0.0	0.0	0.0		
		Other						
	Project Total			1,000.0	0.0	1,000.0		14,010.0
8467	Bradfield Canal Road	2		1,250.0	5,000.0			
	Develop Bradfield Canal Road near Wrangell to end point within British Columbia.	4						
		Federal	FEMRK	1,250.0	5,000.0	0.0		
		State		0.0	0.0	0.0		
		Other						
	Project Total			1,250.0	5,000.0	0.0		183,000.0
17766	Chena Hot Springs to Circle Hot Springs Road	8		250.0				
	Preliminary corridor study.							
		Federal	STP	227.4	0.0	0.0		
		State		22.6	0.0	0.0		
		Other						
	Project Total			250.0	0.0	0.0		0.0
17088	Chena Hot Springs-Circle Hot Springs Road Construction	2						
	Construct an all season road from the end of the Chena Hot Springs Road to Circle Hot Springs.	3						
		4						
		Federal	FEMRK	0.0	0.0	0.0		
		State		0.0	0.0	0.0		
		Other						
	Project Total			0.0	0.0	0.0		79,000.0

Earmarked Projects
Final STIP

2261	Chignik Area Inter-Village Road System Construction	2		2,180.0		1,254.0	
	Construct approximately 21 miles of new gravel road linking the communities of Chignik (Bay), Chignik Lagoon, and Chignik Lake. Project could be phased into 2 roughly equivalent segments with Phase 1 segment linking Chignik and Chignik Lagoon and Phase 2 segment linking Chignik Lagoon and Chignik Lake.	3					
		7					
		4					
	Federal		FEMRK	2,180.0	0.0	1,254.0	
	State			0.0	0.0	0.0	
	Other						
	Project Total			2,180.0	0.0	1,254.0	24,712.0
16325	Ferry: New Mainline Ferry	2		100.0	3,000.0		
	Construct new mainline ferry to replace aging ferry(s) in the AMHS fleet as some of the original fleet becomes "regulatory obsolete" in 2010.	4				120,000.0	
	Federal		NHS	91.0	2,729.1	0.0	
	Federal		FEMRK	0.0	0.0	120,000.0	
	State			9.0	270.9	0.0	
	Other						
	Project Total			100.0	3,000.0	120,000.0	0.0
9104	Ferry: New Northern Panhandle						
	Part of the SE plan. Ferry wil provide service for Northern Panhandle communities.	all				45,000.0	
	Federal		STP	0.0	0.0	0.0	
	Federal		FEMRK	0.0	0.0	45,000.0	
	State			0.0	0.0	0.0	
	Other						
	Project Total			0.0	0.0	45,000.0	0.0
13885	Ferry: Southern Gateway Shuttle	2		650.0	1,200.0		
	Part of the SE Plan. Provide shuttllle fery service between Ketchikan and Prince Rupert.	4			50,000.0		
	Federal		FEMRK	0.0	50,000.0	0.0	
	Federal		NHS	591.3	1,091.6	0.0	
	State			58.7	108.4	0.0	
	Other						
	Project Total			650.0	51,200.0	0.0	0.0
11299	Juneau Access	2			10000	10,000.0	
	Improve surface access between Juneau and Haines and Skagway through construction of new ferry boats, terminals and/or road segments. Various combinations of ferry and road alternatives are under evaluation.	3					
		7			1,000.0		
		4			50,000.0	60,000.0	
	Federal		FEMRK	0.0	61,000.0	70,000.0	
	State			0.0	0.0	0.0	
	Other						
	Project Total			0.0	61,000.0	70,000.0	130,000.0

Phases: 2-design; 3-right of way; 4-construction; 7-Utilities; 8-planning and research

Earmarked Projects
Final STIP

3051	Juneau: Second Channel Crossing	2			2,500.0			
	Construction to provide new access to Douglas Island.	3						
		7						
		4						
		Federal	FEMRK	0.0	0.0	0.0		
		Federal	STP	0.0	2,274.3			
		State		0.0	225.8	0.0		
		Other						
	Project Total			0.0	2,500.0	0.0		68,100.0
16621	Kenai River Trail							
	Design and construct congressionally earmarked trail in the Kenai River area near Kenai and Soldotna.	4		455.0				
		Federal	PLD	455.0	0.0	0.0		
		State		0.0	0.0	0.0		
		Other						
	Project Total			455.0	0.0	0.0		0.0
8480	Kenai Spur Road Extension	2				1,000.0		
	Extend Kenai Spur Highway-North Road.	3						
		4						
		7						
		Federal	HIPRI	0.0	0.0	800.0		
		State		0.0	0.0	0.0		
		Other				200.0		
	Project Total			0.0	0.0	1,000.0		5,086.0
8462	Ketchikan: Gravina Island Crossing	2		12,000.0				
	Improve surface access between Ketchikan and Gravina Island, including the Ketchikan International Airport.	3		500				
		7			500			
		4			40,000.0	190,000.0		
		Federal	HIPRI	8,600.0	0.0	0.0		
		Federal	CORBOR			0.0		
		Federal	FEMRK	1,750.0	40,500.0	190,000.0		
		State		2,150.0	0.0	0.0		
		Other				0.0		
	Project Total			12,500.0	40,500.0	190,000.0		0.0
17902	King Cove and Cold Bay Hovercraft Terminals	all			6,000.0			
	Scope to be determined							
		Federal	FEMRK	0.0	6,000.0	0.0		
		State		0.0	0.0	0.0		
		Other						
	Project Total			0.0	6,000.0	0.0		0.0

Earmarked Projects
Final STIP

2513	King Salmon: Naknek Lake Access Road Improvements	all		3,379.0			
	Reconstruct approximately 12 miles of gravel road from King Salmon to Lake Camp and Rapids Camp. Gravel resurfacing, widening, and drainage as needed. Separated pathways or lighting is not included.						
		Federal	EMRK	3,379.0	0.0	0.0	
		State		0.0	0.0	0.0	
		Other					
		Project Total		3,379.0	0.0	0.0	0.0
16543	Knik Arm Crossing	2		5,000.0	8,600.0		
	Design and construct a crossing of Knik Arm between Anchorage and the Mat-Su Borough.	3					
		7					
		4					
		Federal	EMRK	0.0	0.0	0.0	
		Federal	FEMRK	5,000.0	8,600.0	0.0	
		State		0.0	0.0	0.0	
		Other					
		Project Total		5,000.0	8,600.0	0.0	764,700.0
2479	Point Mackenzie Road Upgrade and Paving	2					
	Upgrade and pave the unpaved 13 mile portion of Point Mackenzie Road (Burma Road to the end of Point MacKenzie Road) to current design standards.	3					
		7					
		4					
		Federal	FEMRK	0.0	0.0	0.0	
		State		0.0	0.0	0.0	
		Other					
		Project Total		0.0	0.0	0.0	9,520.0
8466	Ship Creek Route	2					
	Construct new access route or port improvements.	3			2,000.0		
		4				5,644.0	
		Federal	HIPRI	0.0	1,600.0	4,515.2	
		State		0.0	0.0	0.8	
		Other		0.0	400.0	1,128.0	
		Project Total		0.0	2,000.0	5,644.0	0.0
11741	South Wrangell Island Road and Ferry Terminal	2					
	Reconstruction of existing resource roads and extension of road to Fools Inlet and construct ISouth Wrangell Ferry Terminal.	3					
		4					
		Federal	FEMRK	0.0	0.0	0.0	
		State		0.0	0.0	0.0	
		Other					
		Project Total		0.0	0.0	0.0	44,800.0

Earmarked Projects
Final STIP

16665	Walden Point Road Construction Completion	all		2,000.0	8,000.0	7,000.0	
	In conjunction with Innovative Readiness Training, construct and pave the three phases of the 14.4-mile Walden Point Road, including relocation of the penstock and installation of guardrail and striping.						
		Federal	FEMRK	2,000.0	8,000.0	7,000.0	
		State		0.0	0.0	0.0	
		Other					
		Project Total		2,000.0	8,000.0	7,000.0	10,000.0
16664	Walden Point Road Replacement of Temporary Bridges	all					
	Construct permanent bridges across six large creeks crossed by Phases A and C of Walden Point Road. The following creeks require bridges: Chester, Melanson, Tain, Bennett, South Fork of Hemlock and Japan.						
		Federal	FEMRK	0.0	0.0	0.0	
		State		0.0	0.0	0.0	
		Other					
		Project Total		0.0	0.0	0.0	4,000.0
16741	Williamsport/Pile Bay Road	2		1,600.0		940.0	
	Rehabilitate and widen the 15.5 mile gravel surface haul road connecting Lower Cook Inlet at Williamsport with the Interior of Southwest Alaska at Illiama Lake. Include drainage improvements, culvert installation & replacement and clearing and grubbing. Replace or repair two bridges: Timberline Creek bridge#1321 and Four mile Creek Bridge #1235. Construct parking/staging areas at each end of the road.	3					
		7					
		4					
		Federal	FEMRK	1,600.0	0.0	940.0	
		State		0.0	0.0	0.0	
		Other					
		Project Total		1,600.0	0.0	940.0	18,125.0
		Project Totals		30,764.0	188,000.0	466,838.0	1,355,053.0

Ferry Boat Program
Final STIP

Need ID	Project Description/Funding Source	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY06
11779	AMHS Internet Reservation System	2		100.0			
	Purchase software, equipment, and training support to implement an internet-based reservation system.	4		100.0			
		Federal	STP	181.9	0.0	0.0	
		State		18.1	0.0	0.0	
		Other					
		Project Total		200.0	0.0	0.0	0.0
5985	AMHS Shoreside Condition Survey	2		100.0	100.0	100.0	
	Shoreside facilities condition survey and master plan; includes annual plan updates.						
		Federal	STP	91.0	91.0	91.0	
		State		9.0	9.0	9.0	
		Other					
		Project Total		100.0	100.0	100.0	300.0
8461	Coffman Cove /Wrangell/Petersburg Ferries and Ferry Facility (IFA)						
	Construct IFA northern ferry and supporting ferry terminal facilities (AHS route per 17 AAC 05.170 b(1)).						
		all		5,758.0			
		Federal	FBD	2,138.0	0.0	0.0	
		State		3,620.0	0.0	0.0	
		Other		0.0			
		Project Total		5,758.0	0.0	0.0	0.0
13899	Cordova: Fast Vehicle Ferry Support Center	2					
	Construct maintenance facility for AMHS ferries in PWS.	3					
		4		1,382.1			
		Federal	SHAK	1,382.1	0	0.0	
		Federal	TRANS				
		State		0	0.0	0.0	
		Other					
		Project Total		1,382.1	0.0	0.0	0.0
17402	Ferry: Columbia Refurbishment 2	2		500.0			
	Habitability emphasis. Upgrades to lower level crew berthing areas. Asbestos Removal. Renewal/upgrading of piping systems such as condensate, fuel, firemain, flushing, and potable water in crew berthing areas. Overhaul / renewal of deck machinery.	4					
		Federal	FBDA	0.0	0	0.0	
		Federal	NHS	454.9	0	3,638.8	
		State		45.2	0	361.2	
		Other					
		Project Total		500.0	0.0	4,000.0	0.0

Ferry Boat Program
Final STIP

Need ID	Project Description/Funding Source	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY06	
17403	Ferry: Columbia Refurbishment 3	2						
	Asbestos Abatement/ Topside Crew Habitability Upgrades.	4						
		Federal	FBDA	0.0	0	0.0		
		Federal	STP	0	0.0	0.0		
		State		0	0.0	0.0		
	Other							
	Project Total			0.0	0.0	0.0	6,800.0	
17406	Ferry: New Fast Vehicle Ferry #3 Reburishment 1	2						
	Hull Survey and Improvements. Conduct detailed hull survey for cracking and repair as necessary. Survey operating condition of ships systems and modify as appropriate. Security Upgrades. Drydocking for Regulatory Inspections.	4						
		Federal	NHS	0.0	0.0	0.0		
		State		0.0	0.0	0.0		
		Other						
	Project Total			0.0	0.0	0.0	2,300.0	
17407	Ferry: New Fast Vehicle Ferry #4 Refurbishment 1	2						
	Conduct detailed hull survey for cracking and repair as necessary. Upgrade passenger spaces. Replace waterjets. Security Upgrades. Drydocking for Regulatory Inspections.	4						
		Federal	NHS	0.0	0.0	0.0		
		State		0.0	0.0	0.0		
		Other						
	Project Total			0.0	0.0	0.0	2,300.0	
13739	Ferry: Chenega Refurbishment 1	2						
	2007: Hull Survey and upgrades. Conduct detailed hull survey for cracking and repair as necessary. Refurbish/pgrade passenger/public spaces. Security upgrades.	4						
		Federal	FBDA	0.0	0	0.0		
		Federal	STP	0	0.0	0.0		
		State		0	0.0	0.0		
	Other							
	Project Total			0.0	0.0	0.0	2,300.0	
11667	Ferry: Columbia Refurbishment 1	2						
	Refurbish accommodation spaces and machinery. Blast and paint decks, tanks and voids. Install improved fire dampers, sprinkler, humidification, and PA system. Upgrade electrical systems. Install computer network equipment. Install voyage data recorders. Replace cardeck watertight side doors. Improve wheelchair access. Re- engine the vessel. Upgrade galley and dining room facility.	4						
		Federal	FBDA	8,000.0				
		Federal	FBDA	6,400.0	0.0	0.0		
		State		1,600.0	0.0	0.0		
	Other							
	Project Total			8,000.0	0.0	0.0	0.0	

Ferry Boat Program
Final STIP

Need ID	Project Description/Funding Source	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY06
9101	Ferry: Fairweather Final Construction and crew training and initial support activities.	2 4		1,500.0			
		Federal	SHAK	1,500.0	0.0	0.0	
		State		0.0	0.0	0.0	
		Other					
	Project Total			1,500.0	0.0	0.0	0.0
17442	Ferry: Fairweather Refurbishment 1 Post delivery availability. Hull Survey and Improvements. Conduct detailed hull survey for cracking and repair as necessary. Make habitability upgrades to address crew problems which were not addressed in original construction contract. Survey operating condition of ships systems and modify as appropriate. Security Upgrades. Drydocking for Regulatory Inspections.	2 4			300.0		
		Federal	FBDA	0.0	0	1,600.0	
		Federal	STP	0	272.9	0.0	
		State		0	27.1	400.0	
		Other					
	Project Total			0.0	300.0	2,000.0	0.0
17408	Ferry: Fairweather Refurbishment 2 Upgrade/refurbish engine and waterjet overhaul. Machinery survey/replacement.	2 4					
		Federal	FBDA	0.0	0	0.0	
		Federal	STP	0	0.0	0.0	
		State		0	0.0	0.0	
		Other					
	Project Total			0.0	0.0	0.0	2,300.0
6413	Ferry: Fleet Condition Survey Update Update fleet condition survey.	8		150.0	150.0	150.0	
		Federal	STP	136.5	136.5	136.5	
		State		13.5	13.5	13.5	
		Other					
	Project Total			150.0	150.0	150.0	450.0
13839	Ferry: Haines/Skagway Shuttle Open deck ferry running between Haines and Skagway.	2 4		400.0	500.0		
		Federal	FBDA	0.0	2,000.0	8,800.0	
		Federal	STP	363.9	0.0	0.0	
		State		36.1	500.0	2,200.0	
		Other					
	Project Total			400.0	2,500.0	11,000.0	2,000.0

Ferry Boat Program
Final STIP

Need ID	Project Description/Funding Source	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY06
9701	Ferry: Kennicott Refurbishment 1	2					
	Renovate crew and public spaces, main engines, generators, vehicle elevator, other machinery, wiring, electrical equipment, ventilation, piping, drainage system, sanitary system, and other components as necessary. Install voyage data recorders. Install computer network equipment.	4					
				5,600.0			
		Federal	FBDA	4,480.0	0.0	0.0	
		State		1,120.0	0.0	0.0	
		Other					
		Project Total		5,600.0	0.0	0.0	0.0
17405	Ferry: Kennicott Refurbishment 2	2			400.0		
	2010 SOLAS upgrades. F/O transfer pump, sanitary pumps, potable water pumps etc. MSD upgrades. Electrical system upgrades. Blasting and painting. Security Upgrades. Drydocking for Regulatory Inspections.	4					
		Federal	FBDA	0.0	0	0.0	
		Federal	STP	0	363.9	0.0	
		State		0	36.1	0.0	
		Other					
		Project Total		0.0	400.0	0.0	4,000.0
16981	Ferry: Ketchikan Airport Ferry Rehabilitation	2					
	Upgrade the airport ferry M/V Bob Ellis. Replace stern tube, forward end packing gland, forward end shaft and generator. Rehabilitate house and steering system and paint holds as required. Perform other work as required to extend service life.	3					
		4		522.5			
		Federal	STP	475.3	0.0	0.0	
		State		47.2	0.0	0.0	
		Other					
		Project Total		522.5	0.0	0.0	0.0
17061	Ferry: Ketchikan Fast Vehicle Ferry Support Center	2			100.0		
	Construct maintenance facility for AMHS FVF in Ketchikan.	4				2,000.0	
		Federal	NHS	0.0	91.0	1,819.4	
		State		0.0	9.0	180.6	
		Other					
		Project Total		0.0	100.0	2,000.0	0.0
13959	Ferry: Ketchikan Transfer Facilities Improvements	2			50.0		
	Berth #3 modifications to support fast vehicle ferry.	4				870.0	
		Federal	FBDA	0.0	0	696.0	
		Federal	STP	0	45.5	0.0	
		State		0	4.5	174.0	
		Other					
		Project Total		0.0	50.0	870.0	0.0

Phases: 2-design; 3-right of way; 4-construction; 7-Utilities; 8-planning and research

Ferry Boat Program
Final STIP

Need ID	Project Description/Funding Source	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY06
2067	Ferry: LeConte Accommodation Space Renovation Completely renovate the Gallery, Upper, Bridge, and Sun decks. Renew decks, bulkheads, and ceilings. Inspect/upgrade piping, wiring, ventilation, insulation as needed in the area of work. Remove all asbestos -containing materials. Refurbish accommodation spaces and machinery. Blast and paint bulkheads, decks, overheads, tanks, and voids. Install improved fire dampers and humidification system. Up grade MSD system. Upgrade electrical system. Install computer network equipment. Install voyage data recorders and AIS systems. Improve wheelchair access. Install new gyro system. Drydocking for regulatory inspections. Construction to be separate projects.	2 4		1,594.6			
		Federal	SHAK	1,594.6	0.0	0.0	
		State		0.0	0.0	0.0	
		Other					
		Project Total		1,594.6	0.0	0.0	0.0
17131	Ferry: Lituya Refurbishment 2007: Post delivery refurbishment. Hull Survey and Improvements. Conduct detailed hull survey for cracking and repair as necessary. Survey operating condition of ships systems and modify as appropriate. Security Upgrades. Drydocking for Regulatory Inspections.	2 4				250.0	
		Federal	FBDA	0.0	0	0.0	
		Federal	STP	0	0.0	227.4	
		State		0	0.0	22.6	
		Other					
		Project Total		0.0	0.0	250.0	1,000.0
11672	Ferry: Matanuska Refurbishment Refurbish accommodation spaces and machinery. Blast and paint decks, tanks, and voids. Install improved fire dampers, sprinkler system, humidification system, and PA system. Upgrade electrical systems. Install computer network equipment. Install voyage data recorders. Improve wheelchair access.	2 4		8,000.0			
		Federal	SHAK	8,000.0	0.0	0.0	
		State		0.0	0.0	0.0	
		Other					
		Project Total		8,000.0	0.0	0.0	0.0
11742	Ferry: New Fast Vehicle Vehicle Ferry #3 Design and build a Fast Vehicle Ferry as prescribed in the update to the Southeast Alaska Transportation Plan. Estimate includes crew familization and sea trials.	2 4		250.0			
				37,750.0	2,250.0		
		Federal	SHAK	38,000.0	2,250.0	0.0	
		State		0.0	0.0	0.0	
		Other					
		Project Total		38,000.0	2,250.0	0.0	0.0

Ferry Boat Program
Final STIP

Need ID	Project Description/Funding Source	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY06
9102	Ferry: New Fast Vehicle Ferry #4	2					
	Design and build a Fast Vehicle Ferry as prescribed in the update to the Southeast Alaska Transportation Plan. Estimate includes crew familization and sea trials.	4		37,500.0		2,121.0	
		Federal	SHAK	37,500.0	0.0	2,121.0	
		State		0.0	0.0	0.0	
		Other					
		Project Total		37,500.0	0.0	2,121.0	0.0
12019	Ferry: Tustemena Refurbishment 1	2			300.0		
	Make improvements as recommended in 2000 Vessel Condition Survey. Typical items to include overhaul/renew miscellaneous equipment. Renewal/upgrading of piping systems such as condensate, fuel, firemain, car deck sprinkler(CUNI), propulsion salt water cooling, flushing, and potable water in engineering spaces. New/overhaul, F/O transfer pump, sanitary pumps, potable water pumps etc. Overhaul / renewal of deck machinery. MSD upgrades. Electrical system upgrades. Life Saving equipment upgrades. New marine growth inhibitors in seachests. Blasting and painting of tanks and voids. Security Upgrades. Drydocking for Regulatory Inspections.	4				5,500.0	
		Federal	NHS	0.0	272.9	5,003.4	
		Federal	FBDA	0.0	0.0	0.0	
		State		0.0	27.1	496.7	
		Other					
		Project Total		0.0	300.0	5,500.0	0.0
17409	Ferry: Tustumena Refurbishment 2	2				800.0	
	Accommodation and habitability upgrades.	4					
		Federal	NHS	0.0	0	727.8	
		Federal	FBDA	0	0.0	0.0	
		State		0	0.0	72.2	
		Other					
		Project Total		0.0	0.0	800.0	6,000.0
16421	Terminal: Angoon	2			200.0	400.0	
	Reconstruct and rehabilitate mooring and transfer facility. Construct terminal building.	3				50.0	
		7					
		4					
		Federal	STP	0.0	181.9	409.4	
		State		0.0	18.1	40.6	
		Other					
		Project Total		0.0	200.0	450.0	6,300.0

Ferry Boat Program
Final STIP

Need ID	Project Description/Funding Source	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY06
16961	Terminal: Annette Bay Construct new ferry terminal to support Ketchikan to Metlakatla service.	2				300.0	
		3					
		4					
		Federal	STP	0.0	0.0	272.9	
	State		0.0	0.0	27.1		
	Other						
	Project Total			0.0	0.0	300.0	5,000.0
16861	Terminal: Auke Bay Modifications Improve staging area. Add stern berth and staging area to Auke Bay West for day-boat and shuttle. Berth may also be used for lay-up (advance construct).	2		200.0			
		3		50.0			
		4				7,000.0	
		Federal	NHS	227.4	0.0	6,367.9	
	State		22.6	0.0	632.1		
	Other						
	Project Total			250.0	0.0	7,000.0	0.0
13740	Terminal: Cordova Modifications Modify existing terminal to accomodate FVF and overnight mooring as identified in the PWS/CRA Transportation Plan.	2					
		3					
		4		500.0			
		Federal	SHAK	10,125.0	0.0	0.0	
	State		0.0	0.0	0.0		
	Other						
	Project Total			10,625.0	0.0	0.0	0.0
9184	Terminal: Coffman Cove Construct a ferry terminal in the vicinity of Coffman Cove to accommodate IFA ferry operations between Coffman Cove, Mitkof Island, and Wrangell (AHS facility per 17 AAC 05.170 b(1)). Project to be administered under FHWA and FTA programs. Unable to transfer funding between agencies.	2					
		3					
		4		2,459.3	6,940.7		
		Federal	TRANS	1,967.4			
	Federal	STP		6,314.0	0.0		
	State		491.9	626.7	0.0		
	Other			0.0			
	Project Total			2,459.3	6,940.7	0.0	0.0

Ferry Boat Program
Final STIP

Need ID	Project Description/Funding Source	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY06
13879	Terminal: Haines Improvements	2		250.0			
	Renovate and stabilize ferry dock and add second berth for stern/bow loading for fast vehicle ferry and Haines/Skagway Shuttle. Project combines Haines Terminal Mods (13879) and Haines Ferry Dock Renovation (9847).	3					
		4			100.0		
					9,400.0		
			Federal	SHAK	250.0	100	0.0
			Federal	STP	0	8,551.2	0.0
			State		0	848.8	0.0
			Other				
			Project Total		250.0	9,500.0	0.0
17023	Terminal: Kake Modifications	2					
	Modify existing terminal to accommodate AMHS operations.	4					
			Federal	STP	0.0	0.0	0.0
			State		0.0	0.0	0.0
			Other				
			Project Total		0.0	0.0	0.0
2045	Terminal: Kodiak Ferry Terminal (new construction)	2					
	Build a new ferry terminal at Kodiak.	3					
		7					
		4					
			Federal	STP	0.0	0.0	0.0
			State		0.0	0.0	0.0
			Other				
			Project Total		0.0	0.0	0.0
9059	Terminal: Mitkof Island: South Mitkof Island Terminal	2		600.0			
	Project is a part of the SE plan. Construct a new AMHS ferry terminal on the southern end of Mitkof Island. Preliminary engineering proposes a vessel berth approx. 1100 feet offshore, a filled causeway or trestle, a parking area, and a terminal building.	3					
		7		100.0			
		4			13,800.0		
			Federal	SHAK	700.0	13,800.0	0.0
			State		0.0	0.0	0.0
			Other				
			Project Total		700.0	13,800.0	0.0

Ferry Boat Program
Final STIP

Need ID	Project Description/Funding Source	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY06
15219	Terminal: Pelican Terminal Mooring Improvements	2					
	Replace/upgrade terminal mooring structures.	3					
		4		1,500.0			
		Federal	SHAK	1,500.0	0.0	0.0	
		State		0.0	0.0	0.0	
	Other						
	Project Total			1,500.0	0.0	0.0	0.0
17204	Terminal: Petersburg Terminal Modifications	2		100.0			
	Construct new transfer bridge, fendering system and additional dolphin.	3					
		4			1,000.0		
		Federal	FBDA	0.0	800	0.0	
		Federal	STP	90.97	0.0	0.0	
		State		9.03	200.0	0.0	
	Other						
	Project Total			100.0	1,000.0	0.0	0.0
17141	Terminal: Prince Rupert Terminal Improvements	2				150.0	
	Reconstruct Prince Rupert terminal to receive Ketchikan-Prince Rupert Shuttle.	3					
		4					
		Federal	STP	0.0	0.0	136.5	
		State		0.0	0.0	13.5	
	Other						
	Project Total			0.0	0.0	150.0	3,000.0
9187	Terminal: Saxman	2		50.0			
	Construct a terminal in the vicinity of Saxman to accommodate shuttle ferry operations from Annette Island.	3			1,500.0		
		4					
		Federal	STP	45.5	1,364.6	0.0	
		State		4.5	135.5	0.0	
	Other						
	Project Total			50.0	1,500.0	0.0	6,000.0
11745	Terminal: Sitka/Auke Bay Improvements	2		150.0			
	This project is part of the Southeast Transportation Plan. Construct modifications to the Sitka AMHS terminal to support increased ferry operations. Add/adjust berths, construct maintenance facilities, improve staging area. Construct modifications to Auke Bay Facility to receive M/V Fairweather.	3					
		4		100.0			
				9,625.0			
		Federal	SHAK	9,875.0	0.0	0.0	
	State		0.0	0.0	0.0		
	Other						
	Project Total			9,875.0	0.0	0.0	0.0

Ferry Boat Program
Final STIP

Need ID	Project Description/Funding Source	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY06	
13883	Terminal: Skagway Modification	2		100.0				
	Modifications to accommodate ferry operations.	3						
		4			500.0			
	Federal		SHAK	100.0	500.0	0.0		
	State			0.0	0.0	0.0		
	Other							
	Project Total			100.0	500.0	0.0	0.0	
9039	Terminal: Wrangell Modifications	2		50.0				
	Construct/reconstruct ferry terminal to accommodate ferry operations. Includes security upgrades.	4			250.0			
		Federal		FBDA	0.0	200		0.0
		Federal		SHAK	50	0.0		0.0
		State			0	50.0		0.0
		Other						
	Project Total			50.0	250.0	0.0	0.0	
13741	Terminal: Whittier Improvements	2						
	Construct/reconstruct ferry terminal facilities to accommodate AMHS operations.	3		300.0				
		4		7,200.0				
		Federal		SHAK	7,500.0	0.0		0.0
		State			0.0	0.0		0.0
		Other						
		Project Total			7,500.0	0.0		0.0
	Program Total			142,666.5	39,840.7	36,691.0	61,250.0	

Need ID	Location	Project Description/Funding Source	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY06
17967	Anchorage	AMATS: NHS and Non NHS Pavement and Bridge Refurbishment Crack sealing, surface treatment drainage, signage, guardrail, illumination and other refurbishments to prolong the life of road pavement and bridges and their safety related structures. Project includes NHS Lane Delineators, Destination & Distance Signing, Statewide: Non NHS Pavement Markings and Signalization, Statewide: Abandoned Vehicle Program, Statewide Road Surfacing and Transfer and Statewide Road Surface Treatments.	all		4,000.0	3,500.0	6,382.5	
		Federal		STP	3,638.8	3,184.0	5,806.2	
		State			361.2	316.1	576.3	
		Other						
		Project Total			4,000.0	3,500.0	6,382.5	19,147.5
6087	Cent. Reg.	Central Region: Safety Management & Engineering Program management for support of HSIP activities.	2		265.0	265.0	265.0	
		Federal		SA	238.5	238.5	238.5	
		State			26.5	26.5	26.5	
		Other						
		Project Total			265.0	265.0	265.0	795.0
18044	Cent. Reg.	Central Region Signs and Facilities Pilot Program Develop plan, and design and construct kiosks, turnouts and logo signs at key locations	8		250.0			
		Federal		STP	227.4	0.0	0.0	
		State			22.6	0.0	0.0	
		Other						
		Project Total			250.0	0.0	0.0	0.0
17974	Fairbanks	FMATS: NHS and Non NHS Pavement and Bridge Refurbishment Crack sealing, surface treatment drainage, signage, guardrail, illumination and other refurbishments to prolong the life of road pavement and bridges and their safety related structures. Project includes NHS Lane Delineators, Destination & Distance Signing, Statewide: Non NHS Pavement Markings and Signalization, Statewide: Abandoned Vehicle Program, Statewide Road Surfacing and Transfer and Statewide Road Surface Treatments.	all		1,500.0	1,500.0	1,577.2	
		Federal		STP	1,364.6	1,364.6	1,434.8	
		State			135.5	135.5	142.4	
		Other						
		Project Total			1,500.0	1,500.0	1,577.2	4,731.6
6462	Nor. Reg.	Northern Region: Safety Management and Engineering Program management for support of HSIP activities.	2		135.0	137.5	137.5	
		Federal		SA	121.5	123.8	123.8	
		State			13.5	13.8	13.8	
		Other						
		Project Total			135.0	137.5	137.5	397.5

Need ID	Location	Project Description/Funding Source	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY06
7174	SE Reg.	Southeast Region: Safety Management and Engineering Program management for support of HSIP activities.	2		85.0	85.0	85.0	
		Federal		SA	76.5	76.5	76.5	
		State			8.5	8.5	8.5	
		Other						
		Project Total			85.0	85.0	85.0	0.0
6446		Statewide: Annual Planning Work Program State Transportation Improvement Program (STIP) and State Transportation Plan, and area/regional plans preparation, data collection, and management systems are Federally required elements of this program.	8		7,500.0	7,500.0	7,500.0	
		Federal		PLNG	4,400.0	4,400.0	4,400.0	
		Federal		STP	2,496.7	2,496.7	2,496.7	
		State			603.3	603.3	603.3	
		Other						
		Project Total			7,500.0	7,500.0	7,500.0	17,700.0
16550		Statewide: Automated Dispatch and Scheduling System Deploy Automated Dispatch and Scheduling System to integrate dispatch of Marine Highway employees.	2		40.0			
			4		600.0			
		Federal		ITS	0.0	0.0	0.0	
		Federal		STP	582.2	0.0	0.0	
		State			57.8	0.0	0.0	
		Other						
		Project Total			640.0	0.0	0.0	0.0
6447		Statewide: Bridge Inventory, Inspection, Monitoring, Rehabilitation, and Replacement Program Inspection of all bridges on public roads two-year cycle. The magnitude of structural deficiencies found during the inspection causes the subject bridge to be eligible for replacement or rehabilitation with federal highway bridge program funding.	2		2,550.0	2,550.0	2,550.0	
			4		8,697.0	9,697.0	9,697.0	
		Federal		BR	7,198.1	7,838.1	7,838.1	
		Federal		STP	2,046.3	2,228.2	2,228.2	
		State			2,002.6	2,180.7	2,180.7	
		Other						
		Project Total			11,247.0	12,247.0	12,247.0	36,741.0
6454		Statewide: Bridge Management System Development and implementation of management system for addressing bridge deficiencies on public roads.	2		185.0	185.0	185.0	
		Federal		BR	148.0	148.0	148.0	
		State			37.0	37.0	37.0	
		Other						
		Project Total			185.0	185.0	185.0	555.0

Need ID	Location	Project Description/Funding Source	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY06
12579		Statewide: Bridge Scour Monitoring and Retrofit Program	8		320.0	320.0	320.0	
		Install monitoring and telemetry and/or construct physical scour countermeasures at State bridges identified as scour critical by the federally mandated Scour Evaluation Program.	2		300.0	300.0	300.0	
			4		880.0	880.0	880.0	
		Federal		STP	682.3	682.3	682.3	
		Federal		BR	600.0	600.0	600.0	
		State			217.7	217.7	217.7	
		Other						
		Project Total			1,500.0	1,500.0	1,500.0	450.0
6458		Statewide: Civil Rights Program	8		75.0	75.0	75.0	
		On the job training to provide training opportunities on construction jobs. Also, provides on-site construction review to assure compliance with Civil Rights laws.						
		Federal		STP	68.2	68.2	68.2	
		State			6.8	6.8	6.8	
		Other						
		Project Total			75.0	75.0	75.0	225.0
13239		Statewide: Culvert Repair or Replace Project	2		50.0	50.0	50.0	
		Repair or replacement of culverts that are barriers to safe fish passage. This annual project will identify culverts that are partial or full barriers to fish passage and take the appropriate corrective action.	4		325.0	200.0	225.0	
		Federal		STP	341.1	227.4	250.2	
		State			33.9	22.6	24.8	
		Other						
		Project Total			375.0	250.0	275.0	825.0
16551		Statewide: CVO Security System	8		986.6			
		Phase I Track Hazardous Material Cargo Table 1 & II on the Dalton Highway (\$405,000) Phase II Build an integrated control center and central repository. Develop data interfaces to CARS and CVISN (\$581,625)						
		Federal		ITS	493.3	0.0	0.0	
		Federal		STP	296.0	0.0	0.0	
		State			197.3	0.0	0.0	
		Other						
		Project Total			986.6	0.0	0.0	0.0

Need ID	Location	Project Description/Funding Source	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY06
17264		Statewide: Geographic Information Systems (GIS) Development	8		840.0	740.0	400.0	
		Upgrade the Department's transportation data and GIS capabilities to: develop a HAS-GIS interface to improve data distribution; establish HAS as a foundation for linear reference based GIS; collect requisite Roadlog and road centerline data.						
		Federal		STP	764.1	673.2	363.9	
		State			75.9	66.8	36.1	
		Other						
		Project Total			840.0	740.0	400.0	450.0
7179		Statewide: Highway Data Equipment Acquisition and Installation	2		20.0	20.0	20.0	
		Purchase of equipment and installation of traffic detection devices to implement requirements of the State Traffic Monitoring System.	3					
			4		1,900.0	950.0	950.0	
		Federal		STP	1,746.6	882.4	882.4	
		State			173.4	87.6	87.6	
		Other						
		Project Total			1,920.0	970.0	970.0	2,910.0
12979		Statewide: Highway Fuel Tax Evasion	4		100.0	100.0	100.0	
		A continuing program to enforce the collection of motor fuel taxes in compliance with federal law.						
		Federal		STP/F	100.0	100.0	100.0	
		State			0.0	0.0	0.0	
		Other						
		Project Total			100.0	100.0	100.0	300.0
6027		Statewide: Highway Safety Improvement Program (HSIP)	2		2,379.0	525.0	525.0	
		Evaluation, design, and construction of projects to address safety concerns on the Alaskan roadway system.	3		395.0			
			7		1,725.0	275.0	275.0	
			4		6,790.0	7,815.0	7,815.0	
		Federal		SA	3,780.0	3,780.0	3,780.0	
		Federal		SA 402	7,089.0	4,415.0	4,415.0	
		State			420.0	420.0	420.0	
		Other						
		Project Total			11,289.0	8,615.0	8,615.0	18,900.0

Need ID	Location	Project Description/Funding Source	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY06
18002		Statewide: Initiative for Accelerated Infrastructure Development	8		300.0	300.0	300.0	
		Partnership between the State, the Denali Commission and the USDA in developing a community profile mapping program to produce community profile maps for approximately 200 communities throughout Alaska over the next five years.						
		Federal		STP	272.9	272.9	272.9	
		State			27.1	27.1	27.1	
		Other						
		Project Total			300.0	300.0	300.0	300.0
16901		Statewide: Intelligent Transportation Systems Implementation Plan (IWAYS)	2			330.0	330.0	
		Design and construct projects that are part of the Alaska IWAYS Architecture Implementation (A12). Projects include advance technology for snow & Ice Removal, Multi-Modal Information Connections, Traveler Communications, Internal Operation and Commercial Vehicle Operations.	3			10.0	10.0	
			7			150.0	150.0	
			4			1,175.0	1,175.0	
		Federal		ITS	0.0			
		Federal		STP	0.0	1,514.7	1,514.7	
		State			0.0	150.3	150.3	
		Other						
		Project Total			0.0	1,665.0	1,665.0	0.0
17081		Statewide: Intelligent Transportation Systems Operations & Maintenance (IWAYS)	2		150.0	150.0	150.0	
		Operations and maintenance and complete full deployment of existing ITS projects that are part of the Alaska Iways Architecture Implementation plan. Project include advanced technology for snow & ice removal, multi-modal information connections, traveler communications, internal operations and commercial vehicle operations.	3		10.0	10.0	10.0	
			7		75.0	75.0	75.0	
			4		1,587.5	587.5	587.5	
		Federal		ITS				
		Federal		STP	1,657.9	748.2	748.2	
		State			164.6	74.3	74.3	
		Other						
		Project Total			1,822.5	822.5	822.5	2,467.5
16554		Statewide: Land Mobile Radio System, Phase 2 (IWAYS)	8		4.0			
		Further acquisition of Base Station Towers for highway maintenance & operations.	7		261.0			
			4		1,735.0			
		Federal		ITS	1,000.0	0.0	0.0	
		Federal		STP	600.0	0.0	0.0	
		State			400.0	0.0	0.0	
		Other						
		Project Total			2,000.0	0.0	0.0	0.0

Need ID	Location	Project Description/Funding Source	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY06
15839		Statewide: Maintenance Management System	8		814.0	1,589.0	585.0	
		The Maintenance Management System will automate time sheet reporting, tracking of budget expenditures, work planning, deferred maintenance, forecast budget requirements, and track the level of service provided to the public.						
		Federal		STP	740.5	1,445.5	532.2	
		State			73.5	143.5	52.8	
		Other						
		Project Total			814.0	1,589.0	585.0	1,797.0
6452		Statewide: National Highway Institute and Transit Institute Training	8		350.0	350.0	350.0	
		Technical training in engineering, planning, and administration related to federal highway and transit programs and funding.						
		Federal		STP	318.4	318.4	318.4	
		State			31.6	31.6	31.6	
		Other						
		Project Total			350.0	350.0	350.0	1,050.0
14599		Statewide: NEPA and Permit Streamlining Participation	2		175.0	175.0	175.0	
		Integration of regulatory permitting and NEPA requirements that govern Federal aid project development into one concise process. This integration will facilitate early and full participation by all relevant agencies necessary for project approval and reimburse agencies for the increased cost to comply with the environmental streamlining provisions of TEA-21						
		Federal		STP	159.2	159.2	159.2	
		State			15.8	15.8	15.8	
		Other						
		Project Total			175.0	175.0	175.0	525.0
17968		Statewide: NHS and Non NHS Pavement and Bridge Refurbishment	all		38,750.0	47,150.0	45,350.0	
		Crack sealing, surface treatment drainage, signage, guardrail, illumination and other refurbishments to prolong the life of road pavement and bridges and their safety related structures. Project includes NHS Lane Delineators, Destination & Distance Signing, Statewide: Non NHS Pavement Markings and Signalization, Statewide: Abandoned Vehicle Program, Statewide Road Surfacing and Transfer and Statewide Road Surface Treatments.						
		Federal		STP	29,963.2	36,458.5	35,066.7	
		Federal		NHS	5,287.6	6,433.9	6,188.2	
		State			3,499.1	4,257.6	4,095.1	
		Other						
		Project Total			38,750.0	47,150.0	45,350.0	136,050.0

Need ID	Location	Project Description/Funding Source	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY06
6154		Statewide: Public Transportation Social Service Van Replacement/Transportation Program	4		500.0	550.0	550.0	
		Provide funding to public and private transportation providers for capital needs identified in the state's Public Transportation Management System and for coordinated systems and services projects.						
		Federal		STP	454.9	500.3	500.3	
		State			45.2	49.7	49.7	
		Other						
		Project Total			500.0	550.0	550.0	1,800.0
6451		Statewide: Research Program	8		1,850.0	1,850.0	1,850.0	
		Special studies are selected by the Statewide Research Board for funding through this federal highway program. Example: reduction in roadway surface wear caused by studded snow tires.						
		Federal		PLNG	1,480.0	1,480.0	1,480.0	
		State			370.0	370.0	370.0	
		Other						
		Project Total			1,850.0	1,850.0	1,850.0	5,550.0
6449		Statewide: Safety Management System / HSIP Mgt. & Eng.	2		300.0	300.0	300.0	
		Safety Management System, as outlined in the Transportation Equity Act for the 21st Century (TEA-21), develops a method of selecting safety projects based on analysis and objective criteria.						
		Federal		SA	270.0	270.0	270.0	
		State			30.0	30.0	30.0	
		Other						
		Project Total			300.0	300.0	300.0	900.0
6457		Statewide: Seismic Retrofit - Bridges	2		350.0	350.0	350.0	
		Structural enhancements to bridges that are determined to be insufficient in earthquake zones.	3		50.0	50.0	50.0	
			4		2,000.0	2,000.0	2,000.0	
		Federal		BR	1,920.0	1,920.0	1,920.0	
		State			480.0	480.0	480.0	
		Other						
		Project Total			2,400.0	2,400.0	2,400.0	7,200.0
6455		Statewide: Small USGS Hydrologic Investigations	2		38.0	38.0	38.0	
		Ad hoc studies in locations in cooperation with the US Geological Survey to analyze hydrologic conditions.						
		Federal		STP	34.6	34.6	34.6	
		State			3.4	3.4	3.4	
		Other						
		Project Total			38.0	38.0	38.0	114.0

Need ID	Location	Project Description/Funding Source	Phse	Apprn	FFY 04	FFY 05	FFY 06	Req'd Funding >FFY06
6448		Statewide: Urban Planning Program	8		1,100.0	1,100.0	1,100.0	
		Federal highway program funding for local government planning and special studies including AMATS and FMATS. Preparation of the Anchorage Transportation Improvement Program (AMATS-TIP) and Fairbanks Transportation Improvement Program (FMATS-TIP) is a required element of this program.						
		Federal		URPL	1,000.7	1,000.7	1,000.7	
		State			99.3	99.3	99.3	
		Other						
		Project Total			1,100.0	1,100.0	1,100.0	3,300.0
6450		Statewide: USGS Flood Frequency Analysis	2		405.0	425.0	447.0	
		Cooperative effort with the US Geological Survey to collect data on water levels. It supports designs of bridges, primarily, but can also be used in design of road reconstruction.						
		Federal		STP	368.4	386.6	406.6	
		State			36.6	38.4	40.4	
		Other						
		Project Total			405.0	425.0	447.0	1,478.0
		Program Total			93,697.1	96,384.0	96,246.7	266,659.1

Changes between the Draft and Final 2004-2006 STIP

National Highway System (NHS)

Dalton Highway: MP 11 to 18 Reconstruction Final design delayed based on the development schedule.

Dalton Highway: MP 37 to 49 Reconstruction - Hess Creek to Yukon River Design cost decreased based on a refined cost estimate.

Richardson Highway: MP 148 to 159 Reconstruction - Sourdough to Haggard Creek Design and right of way advanced to satisfy a federal "time trap" obligation.

Richardson Highway: MP 354 to 357 Access/Safety Improvements (HSIP) Right of way advanced one year to balance the program.

Tok Cutoff: MP 30 to 38 - Chistochina to the Mankoman Lake Trailhead Highway Reconstruction Construction advanced to satisfy a federal "time trap" obligation.

Glenn Highway: Gambell Street to McCarrey Street Reconstruction Design advanced to balance program.

Seward Highway: Rabbit Creek to 36th Avenue Design and right of way delayed to balance the program.

Parks Highway: MP 72 to 83 Rehabilitation - Willow Creek to Kashwitna River Design delayed from '03 to balance program.

Sterling Highway: MP 45 to 60 - Sunrise to Skilak Lake Road Construction Design advanced to balance the program.

Sterling Highway: Soldotna Urban & Kenai River Bridge #0671 Replacement Phase 2 Utilities cost decreased and construction cost increased based on a refined cost estimate.

Egan: Sunny Point Intersection Improvements Design cost increased and right of way cost increased based on a refined cost estimate.

Elliot Highway: MP 4 to 28 Rehabilitation: Advanced design to balance the program.

Valdez: Dayville Road and Bridge Improvements: Projects advanced to address critical road and bridge deterioration.

Fairbanks: Airport/Cushman Intersection Improvements Utilities phase delayed one year based on a refined development schedule.

Parks Highway: MP 194 - Broad Pass RR Overcrossing Right of way cost decreased based on a refined cost estimate.

Richardson Highway: MP 357 - Weigh Station Scales Project advanced to balance the program.

Steese Highway: Fox New Weigh Station Scales Construction cost increased based on a refined cost estimate.

International Airport Road at New Seward Hwy Grade Separation Right of way cost decreased based on a refined cost estimate.

Dalton Highway: MP 407 Erosion Protection Construction cost increased based on a refined cost estimate.

Egan Drive: Whittier to Main Improvements Design cost increased to provide funding for final design.

Richardson Highway: MP 350 - Badger Interchange Ramp and Intersection Improvements Right of way advanced one year based on the project development schedule.

Alaska Highway: MP 1222 to 1235 Rehabilitation Design advanced to balance the program. Design cost increased based on a refined cost estimate.

Alaska Highway: MP 1412 to 1422 Rehabilitation Final design advanced to balance the program.

Richardson Highway: MP 228 One Mile Creek Bridge #0591 Construction cost increased due to the increase in bedload impinging on the bridge.

Dalton Highway: MP 18 to 22 Surfacing: Design and construction costs increased based on a refined cost estimate.

Parks Highway: MP 325 to 352 Rehabilitation Advanced design to balance the program.

Sterling Highway: Ninilchik Intersection Improvements and Illumination Funding added to '04 to complete design. Right of way delayed one year based on the project development schedule.

Parks Highway: MP 44 to 52.3 - Lucas Road to Big Lake Cutoff Design advanced one year to provide a logical sequencing of Parks Highway projects.

O'Malley Road/C Street Interchange Project advanced to '04 due to availability of GARVEE bond funding.

Dalton Highway: MP 175 to 209 Reconstruction Design advanced one year to based on the project development schedule.

Seward Highway: MP 99 to 104 - Bird & Indian Bypass Design advanced to provide a logical sequencing of Seward Highway projects.

Seward Highway: MP 104 to 115 - Indian to Potter -Passing Lanes Design advanced to provide a logical sequencing of Seward Highway projects.

North Kenai Spur Road MP 22-29.7 Construction cost increased based on a refined cost estimate.

Richardson Highway: MP 348 North Pole Interchange Design cost decrease based on a refined estimate.

Richardson Highway: MP 237 Donnelly Dike Repairs Design delayed from '03

Fairbanks: Airport Way Intersection Improvements Add funding to provide for utilities work.

Sitka: Lake and Lincoln Signal Installation Project is now part of the Safety program.

Permanent Emergency Highway Repairs - Denali Earthquake and Permanent Emergency Highway Repairs - Kenai Peninsula Flooding Payback of '03 State funding to federal funding delayed to balance program.

Glenn Highway: MP 41 Dogwood Intersection New project to improve access to high volume commercial area.

Safety: Highway Safety Improvement Program-NHS (HSIP) Construction funding increased based on expected increase in federal funding.

Statewide Bridge Inventory/Inspection/Monitoring/Rehabilitation and Replacement Program Construction funding decreased in '04 based on a refined estimate.

USGS Flood Frequency and Analysis Design funding increased based on a refined estimate.

Bridge Management System Project funding increased based on a refined estimate.

Statewide: NEPA and Permit Streamlining Participation Project funding decreased based on a refined estimate.

Community Transportation System (CTP)

Akiachak: Sanitation Road Design delayed from '03 to '04 to balance program.

Bethel: Ptarmigan Street Construction cost reduced based in a change in the scope of work.

Bethel: Tundra Ridge Road Construction cost reduced based on a refined cost estimate.

Chignik: Airport Access Road Rehabilitation Right of Way phase added for land appraisal and acquisition.

Homer: Bartlett/Hohe Street: Utilities funding delayed to be concurrent with construction.

Kodiak: Selief Lane Construction advanced to balance program.

Wasilla: Church Road South Extension Bond funding added to project.

Wasilla: Seward Meridian Road Improvements Schedule of funding changed to reflect change in project scope and schedule.

Wasilla: Trunk Road Reconstruction Project advanced to balance program.

Wasilla-Fishhook Road Rehabilitation Design cost increased and right of way cost decreased based on a refined cost estimate. Construction divided into two phases. The first phase advanced to '04 and the second phase delayed from '06.

Unalaska: East Point/Ballyhoo Road Rehabilitation Phase I Construction and utilities advanced to '06 to balance program.

Wales: Sanitation Road Design delayed from '06 to balance program.

Stevens Village: Sanitation Road Design and construction delayed to coordinate with the sanitation project.

Selawik: Boardwalk Improvement Phase II Right of way added based on a refined cost estimate.

Kobuk: Dahl Creek Road Bridge and Erosion Construction delayed to balance program

Kotzebue: Shore Avenue Rehab and Erosion Protection Design cost decreased

Gambell: Community Street Improvements Design advanced to '05 to balance program

Anaktuvuk Pass: Landfill Road Design and right of way delayed to balance program

Nunam Iqua: Sanitation Road Right of way deleted based on a refined estimate.

Eagle Road Improvements: Design delayed to balance the program.

Cordova: Shepard Point Road Construction advanced per agreement with Eyak Corp.

Grayling: Airport Bridge Design funding deleted based on refined estimate.

Unalakleet: Landfill Access Road Design and construction funding reduced based on a refined estimate.

Juneau: Old Dairy Road Resurfacing and Shoulder Widening, Phase 2 Phase 3 added for minor utility work.

Sitka: Sawmill Creek Road Upgrade Increase design and utilities funding based on a refined estimate.

Wasilla: Lucas Road Improvements Increased design cost based on a refined estimate.

Gambell: Evacuation Road Repairs and Extension Score increase due to a local contribution resulted in a design advance.

Kwigillingok: Phase 2 Sanitation Boardwalk Construction delayed to balance program.

Juneau: Capital Transit, Expand & Refurbish Operations Facility Delay construction to balance program

Juneau: Capital Transit Bus Replacement Advance construction to balance program.

FMATS Allocation Funding change to accommodate “grandfathered” projects.

Trail and Recreational Access for Alaskans (TRAAK)

Hatcher Pass Scenic Overlooks and Trailheads - Phase 2 Construction cost decreased based on a refined estimate.

FMATS: ADA Pedestrian Facilities Construction funding decreased and used for ADA facility construction in downtown Fairbanks as a part of other projects.

Dalton Highway: MP 57 - Yukon Crossing Intermodal Facility Phase 3 added for minor right of way involvement.

Edgerton Highway: Pedestrian/Bike Facility Construction cost increased on a refined cost estimate.

Alaska Highway: MP 1345 - Robertson River Wayside Construction delayed to balance the program.

Naknek/King Salmon Pathway Construction Right of way funding delayed to balance program.

Dillingham Coastal Trail Construction Construction advanced to balance program.

Selawik: Siniagruk Creek Bridge Project deleted

Alaska Highway System (AHS)

North Tongass Highway: Ward Cove to Whipple Creek Federal aid funding decreased to reflect State General Obligation bond funding.

Nome Glacier Creek Road New Alignment Project advanced as an Alaskan Priority Industrial Access Project.

Elliot Highway: MP 108 to 120 Rehabilitation (Minto Jct. Area) Design and right of way advanced to balance program

Taylor Highway: MP 95 to 160 Reconstruction Advance design to balance program.

Old Glenn Highway Rehabilitation Changes in funding amount due to a refined cost estimate.

Bethel: Chief Eddie Hoffman Hwy Rehabilitation Project put into the Alaska Highway System from the Community Transportation System and advanced to balance program.

Steese Hwy: MP 62 to 81 Rehabilitation and Resurfacing Design advanced to balance program.

Steese Hwy: MP 44 to 62 Rehabilitation and Resurfacing Construction advanced to balance program.

Glacier Hwy: Tee Harbor to Bessie Creek Design and Right of Way advanced to take advantage of a contribution Forest Highway funding in agreement with the US Forest Service.

Terminal: Chenega Modifications Project delayed due to funding constraints.

Terminal: Tatitlek Modifications Project delayed due to funding constraints.

Rampart Road Eureka Connector: Design and right of way delayed due to phasing the project construction.

Kodiak Areawide Guardrail and Warning Signs Study Project advanced to address safety concerns.

Chena Hot Springs Road MP 37.5 Flood Control Construction cost reduced based on a refined cost estimate.

Copper River Hydrology Study Project advanced to provide design information for other Copper River Highway projects.

Earmarked Projects

Aleknagik: Wood River Bridge Right of way delayed one year to balance program.

Ferry: Northern Panhandle Ferry Project advanced to '06 with funding source changed to future earmark.

Alaska Highway: MP 1303 Tanana River Bridge #0505 Design cost decreased due to prior funding obligation. Construction delayed one year to accommodate development schedule.

Ferry: Southern Gateway Shuttle Construction advanced and funding source changed to future earmark based on a request from Marine Highway.

Ferry: New Mainline Ferry '08 Construction Design cost decreased due to a refined cost estimate. Construction advanced and funding source changed to future earmark based on a request from Marine Highway.

Metlakatla: Walden Point Road: Construction Completion New project.

King Cove and Cold Bay Hovercraft Terminals Projects advanced one year based on a Central Region request.

Ferry Program (ferry)

Coffman Cove/Wrangell/Petersburg Ferry and Ferry Facilities Project cost increased based on a larger federal aid project share.

Terminal: Wrangell Terminal Modifications Construction advanced to provide security upgrade.

Terminal: Petersburg, South Mitkof Construct New Terminal Right of way phase added due to a refined estimate.

Ferry: New Fast Vehicle Ferry #4 Construction advanced to balance program.

Coffman Cove Terminal : Construction advanced to balance program.

Terminal: Saxman Construct New Terminal Construction delayed to coordinate with construction of Walden Point Road

Ferry: New Fast Vehicle Ferry #3 Construct Construction advanced to balance program.

Terminal: Sitka/Auke Bay Improvements Construction cost decreased due to prior funding obligation.

Ferry: Tustumena Refurbishment 1 Design cost decreased due to a refined cost estimate. Construction delayed to balance program.

Terminal: Cordova Modifications Right of way phase added and construction cost increased due to a refined cost estimate.

Terminal: Whittier Improvements Construction cost increased due to a refined cost estimate.

Ferry: Haines/Skagway Shuttle Construction Project delayed one year to balance the program.

Terminal: Skagway Modifications Construction cost decreased based on a refined cost estimate.

Ferry: Cordova FVF Support Center Construction cost decreased based on a refined cost estimate.

Terminal: Ketchikan Improvements Design and construction costs decreased based a refined cost estimate.

Terminal: Juneau, Auke Bay Modifications Construction cost decreased based on a refined cost estimate.

Terminal: Metlakatla, Annette Bay Construct New Terminal Project delayed to coordinate with construction of the Walden Point Road.

Ferry: Ketchikan FVF Support Center Construction cost increased based on a refined cost estimate.

Ferry: Columbia Refurbishment 2 Construction cost decreased based on a refined cost estimate.

Ferry: Kennicott Reburishment 2 Design cost decreased based on a refined cost estimate.

Ferry: Fairweather Refurbishment 1 Design delayed one year to balance program.

Ferry: Taku Refurbishment Project deleted due to expected retirement of vessel.

Terminal: Kake Modifications Project delayed to balance program.

Federally Required Programs and Preventive Maintenance (Req'd)

Intelligent Transportation Systems Operations & Maintenance (IWAYS) Project funding increased in '04 based on a refined estimate.

AMATS NHS and Non NHS Pavement and Bridge Refurbishment Project funding increased in '04 corresponding to funding decreases in other projects.

Statewide NHS and Non NHS Pavement and Bridge Refurbishment Project funding increased corresponding to funding decreases in other projects.

Statewide: Initiative for Accelerated Infrastructure Development New project.

Statewide: Signs & Facilities Pilot Program New project.

Thompson Pass: Intelligent Specialty Vehicle System (IWAYS) Funding obligated in '03

Section B
Federal Transit Program

Federal Transit Program
FINAL STIP

PROPOSED TRANSIT PROGRAM	Fund Type	Carryover	FFY2004	FFY2005	FFY2006	Information Only
5307 Program Passenger Operations						
FMATS Transit Operations	5307		450.0			
	Local Match		112.5			
	Total		562.5			
Passenger Operations - Outside AMATS						
Equipment Purchases, Upgrades, NEPA, Planning	5307		4,850.0	4,850.0	4,850.0	figures from SAFETEA estimates
	ARRC Match		1,212.5	1,212.5	1,212.5	
	Total		6,062.5	6,062.5	6,062.5	
5307 Total			6,625.0	6,062.5	6,062.5	
3037 Job Access and Reverse Commute						
Job Access and Reverse commute projects	3037		1,625.0	708.5	708.5	FFY '04 figure from Senate Committee Report 108-146 '05 and '06 figures from SAFETEA estimates
	Local Match		1,625.0	708.5	708.5	
	Total		3,250.0	1,417.0	1,417.0	
5308 Total			3,250.0	1,417.0	1,417.0	
5309 Ferries and Facilities						
Alaska Marine Highway Ferries and Facilities - detailed in Ferry Boat Program	5309		0.0	0.0	0.0	program is not extended in SAFETEA
	State Match		0.0	0.0	0.0	
	Total		0.0	0.0	0.0	
5309 New Start						
Carryover funds include FFY 02 Wasilla Alternate Route project for \$2,500.0 and FFY01 Eagle River to Knik River project for \$10,004.5						
	5309	12,504.5				
	ARRC Match	3,126.1				
	Total	15,630.6				
5309 Fixed Guideway						
Alaska Railroad - Passenger facilities and equipment, safety upgrades, software, hardware, preventive maintenance.	5309	4,334.8	2,252.7	2,252.7	2,252.7	figures from ARRC estimates
	ARRC Match	1,083.7	203.4	203.4	203.4	
	Total	5,418.4	2,456.1	2,456.1	2,456.1	
5309 Bus Earmark's						
Carryover funds from FFY03 Fairbanks Intermodal Facility	5309	1,967.4				
	ARRC Match	491.9				
	Total	1,967.4				
Carryover funds from FFY03 Ship Creek Intermodal Facility	5309	3,934.7				
	ARRC Match	983.7				
	Total	3,934.7				
Carryover funds from FFY03 Anchorage International Airport Intermodal Facility	5309	1,967.4				
	ARRC Match	491.9				
	Total	1,967.4				

Federal Transit Program
FINAL STIP

	Fund Type	Carryover	FFY2004	FFY2005	FFY2006	Information Only
5309 Bus and Bus Facilities						
Seward Buses and Bus Facility	5309	197.0				federal aid earmark from '03
Sponser: City of Seward	Local Match	49.3	0.0	0.0	0.0	
	Total	246.3	0.0	0.0	0.0	
Fairbanks Buses & Bus Facility	5309	1,485.0				FFY '02
Sponser: Fairbanks North Star Borough	Local Match	371.3				
	Total	1,856.3				
Port McKenzie Intermodal Facilities 2002 and 2003	5309	3,452.0				includes carry over amounts of 1,485.0 from 2002 and 1,967.0 from 2003
Sponser: MatSu Borough	Local Match	863.0				
	Total	4,315.0				
Alaska Railroad Fairbanks Intermodal Rail/Bus Transfer Facility	5309	246.0				FFY '03
Sponser: Alaska Railroad	ARRC Match	61.5				
	Total	307.5				
MatSu Community Transit Buses and Facilities	5309	800.0				FFY '02
Sponser: MASCOT Inc.	Local Match	200.0				
	Total	1,000.0				
Skagway Municipal and Regional Transit	5309	344.0				FFY '03
Sponser: City of Skagway	Local Match	86.0				
	Total	430.0				
City of Wasilla Intermodal Facility	5309	885.3				FFY '03
Sponser: City of Wasilla	Local Match	221.3				
	Total	1,106.6				
City of Wasilla Bus Facility	5309	594.0				FFY '02
Sponser: City of Wasilla	Local Match	148.5				
	Total	742.5				
	5309 - Total	32,712.1	2,252.7	2,252.7	2,252.7	

Federal Transit Program
FINAL STIP

	Fund Type	Carryover	FFY2004	FFY2005	FFY2006	Information Only
5310 Program Elderly and Persons with Disabilities Grants						
Competitive Selection-FTA Program Funds	5310		147.8	147.8	147.8	figures from SAFETEA estimates
Projects to be determined in State competitive grant application process.	State Match		15.0	18.0	20.0	
	Local Match		22.0	19.0	17.0	
	Total		184.8	184.8	184.8	
5310 - Total			184.8	184.8	184.8	
5311 Program Rural Capital & Operating Grants						
Competitive Selection-FTA Program Funds	5311		855.0	860.0	865.0	figures from SAFETEA estimates
Projects to be determined in State competitive grant application process.	Local Match		213.8	215.0	216.3	
	Total		1,068.8	1,075.0	1,081.3	
5311 - Total			1,068.8	1,075.0	1,081.3	
5317 New Freedom Initiative						
New Freedom Initiative	5317		716.7	716.7	716.7	figures from SAFETEA estimates
	Local Match		179.2	179.2	179.2	
	Total		895.9	895.9	895.9	
5317 - Total			895.9	895.9	895.9	
Total 5307 Funding		0.0	5,300.0	4,850.0	4,850.0	
Total 3037 Funding		0.0	1,625.0	708.5	708.5	
Total 5309 Funding		32,712.1	2,252.7	2,252.7	2,252.7	
Total 5310 Funding		0.0	147.8	147.8	147.8	
Total 5311 Funding		0.0	855.0	860.0	865.0	
Total 5317 Funding		0.0	716.7	716.7	716.7	
Total Federal Funding from FTA		32,712.1	10,897.2	9,535.7	9,540.7	
Total Federal Funding from FTA		32,712.1	10,897.2	9,535.7	9,540.7	
Total State Match			15.0	18.0	20.0	
Total Local Match			527.4	413.1	412.4	
Total ARRC Match			1,415.9	1,415.9	1,415.9	
Proposed Transit Program Total			12,855.5	11,382.7	11,389.0	

Section C
Federal Lands Program

**PROGRAMMED FEDERAL LANDS PARK ROAD PROJECTS
ALASKA
FY 2004 – 2006**

Project Name	Fiscal Year	Construction Cost	Type of Project	Funding Source
Denali National Park Park Road MP 70-72 AK PRA DENA 10(16)	2004	\$1,520,000	Rehabilitation	Park Road Program
Denali National Park Process gravel at Toklat	2004	\$875,000	Process gravel	Park Road Program
Denali National Park Replace Damaged and Undersized Culverts Miles 0 - 15 AK PRA DENA 10(20)	2004	\$800,000	Rehabilitation	Park Road Program
Denali National Park Eastfork Wall	2005	\$1,000,000	Rehabilitation	Park Road Program
Denali National Park Toklat Reststop Bank Stabilization	2005	\$658,000	Rehabilitation	Park Road Program
Denali National Park Replace Damaged and Undersized Culverts Miles 15 -92 AK PRA DENA 10(20)	2005	\$200,000	Rehabilitation	Park Road Program
Denali National Park Igloo Canyon AK PRA DENA 10(15)	2006	\$1,950,000	Rehabilitation	Park Road Program
Denali National Park Mile 4 Park Road AK PRA DENA 10(15)	2006	\$1,500,000	Rehabilitation	Park Road Program



**INDIAN RESERVATION ROADS TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL LANDS HIGHWAY PROGRAM, 23 USC 204**

Report run on: August 27, 2003 1:59 PM

IN PROGRESS

Level **Regional Road Engineer**

Page 1 of 27



Project Id Route No Structure No	County Agency Reservation	Project Name Length Roads mi / Bridges m	Type of Work PCAS	PROJECT TOTALS				
				FY2003	FY2004	FY2005	FY2003 -- 2005	
13100 1002	NOME NOME WALES	WALES RD - TIN CITY 6.5	RECONS E0413100	PE	\$35,000	\$93,000	\$286,250	\$414,250
				CE	\$1,750	\$4,650	\$14,313	\$20,713
				CON	\$0	\$0	\$0	\$0
					\$36,750	\$97,650	\$300,563	\$434,963
10100 0013	NOME NOME NOME	NOME FORT DAVIS ROAD .5	REHAB E0410100	PE	\$24,500	\$0	\$0	\$24,500
				CE	\$1,225	\$15,344	\$4,613	\$21,182
				CON	\$0	\$149,700	\$45,000	\$194,700
					\$25,725	\$165,044	\$49,613	\$240,382
12100 1001	NOME NOME KING ISLAND	KING ISLAND SINNUK RIVER ROAD 14.9	RECONS E0412100	PE	\$20,000	\$73,000	\$155,000	\$248,000
				CE	\$1,000	\$3,650	\$7,750	\$12,400
				CON	\$0	\$0	\$0	\$0
					\$21,000	\$76,650	\$162,750	\$260,400



INDIAN RESERVATION ROADS TRANSPORTATION IMPROVEMENT PROGRAM FEDERAL LANDS HIGHWAY PROGRAM, 23 USC 204

Report run on: August 27, 2003 1:59 PM

IN PROGRESS

Level **Regional Road Engineer**

Page 2 of 27

Region: Alaska

State: Alaska

FFS: 931

Project Id Route No Structure No	County Agency Reservation	Project Name Length Roads mi / Bridges m	Type of Work PCAS	PROJECT TOTALS					
				FY2003	FY2004	FY2005	FY2003 -- 2005		
E0011	KENAI PENN. ANCHORAGE KENAITZIE	KENAITZIE	RECONS E01E0011	PE	\$30,000	\$15,000	\$0	\$45,000	
				CE	\$0	\$30,000	\$30,000	\$60,000	
				CON	\$0	\$1,980,000	\$0	\$1,980,000	
					\$30,000	\$2,025,000	\$30,000	\$2,085,000	
90600 0020	KODIAK ANCHORAGE LARSEN BAY	LARSEN BAY .3	RECONS E0190600	PE	\$0	\$0	\$0	\$0	
				CE	\$20,000	\$5,000	\$0	\$25,000	
				CON	\$0	\$0	\$0	\$0	
					\$20,000	\$5,000	\$0	\$25,000	
21000 1001	JUNEAU SOUTHEAST TLINGIT & HAIDA	SEARHC - SALMON CREEK LANE .1	RECONS E0921000	PE	\$0	\$0	\$0	\$0	
				CE	\$5,000	\$0	\$0	\$5,000	
				CON	\$0	\$0	\$0	\$0	
					\$5,000	\$0	\$0	\$5,000	



INDIAN RESERVATION ROADS TRANSPORTATION IMPROVEMENT PROGRAM FEDERAL LANDS HIGHWAY PROGRAM, 23 USC 204

Report run on: August 27, 2003 1:59 PM

IN PROGRESS

Level **Regional Road Engineer**

Page 3 of 27

Region: Alaska

State: Alaska

FFS: 931

Project Id Route No Structure No	County Agency Reservation	Project Name Length Roads mi / Bridges m	Type of Work PCAS	PROJECT TOTALS				
				PE	FY2003	FY2004	FY2005	FY2003 -- 2005
1300	NOME	TELLER COMMUNITY STREETS	RECONS					
0005	NOME	3.4						
0006	TELLER		E041300					
0007								
0008								
0009								
1004								
				CON	\$0	\$0	\$0	\$0
					\$2,100	\$21,215	\$76,650	\$99,965
12900	JUNEAU	SOLOMON BOARDWALKS	BRDWLK					
0003	NOME	.2						
	SOLOMON		E0412900					
				CON	\$0	\$100,000	\$265,199	\$365,199
					\$3,150	\$110,250	\$292,382	\$405,782
12400	NOME	WHITE MOUNTAIN COMMUNITY STREET	RECONS					
1002	NOME	1.4						
	WHITE MOUNTAIN		E0412400					
				CON	\$0	\$0	\$0	\$0
					\$2,100	\$2,100	\$270,900	\$275,100



**INDIAN RESERVATION ROADS TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL LANDS HIGHWAY PROGRAM, 23 USC 204**

Report run on: August 27, 2003 1:59 PM

IN PROGRESS

Level **Regional Road Engineer**

Page 4 of 27

Region: Alaska

State: Alaska

FFS: 931

Project Id Route No Structure No	County Agency Reservation	Project Name Length Roads mi / Bridges m	Type of Work PCAS	PROJECT TOTALS				
				FY2003	FY2004	FY2005	FY2003 -- 2005	
12800	NOME	CHINIK - GOLOVIN WATER SOURCE	RECONS	PE	\$5,000	\$17,500	\$45,000	\$67,500
0004	NOME	ROAD		CE	\$250	\$875	\$2,250	\$3,375
1001	CHINIK	6.3	E0412800	CON	\$0	\$0	\$0	\$0
1002					\$5,250	\$18,375	\$47,250	\$70,875
11600	VALDEZ-CHITINA-WHITT	GULKANA	NEWCON	PE	\$5,000	\$265,000	\$15,000	\$285,000
1005	ANCHORAGE	1.4	E0011600	CE	\$0	\$0	\$0	\$0
	GULKANA			CON	\$0	\$0	\$0	\$0
					\$5,000	\$265,000	\$15,000	\$285,000
11700	ALEUTIAN ISLANDS	AKUTAN	NEWCON	PE	\$5,000	\$35,000	\$10,000	\$50,000
1001	ANCHORAGE	3.2	E0011700	CE	\$0	\$0	\$0	\$0
	AKUTAN			CON	\$0	\$0	\$0	\$0
					\$5,000	\$35,000	\$10,000	\$50,000



INDIAN RESERVATION ROADS TRANSPORTATION IMPROVEMENT PROGRAM FEDERAL LANDS HIGHWAY PROGRAM, 23 USC 204

Report run on: August 27, 2003 1:59 PM

IN PROGRESS

Level **Regional Road Engineer**

Page 5 of 27

Region: Alaska

State: Alaska

FFS: 931

Project Id Route No Structure No	County Agency Reservation	Project Name Length Roads mi / Bridges m	Type of Work PCAS	PROJECT TOTALS				
				FY2003	FY2004	FY2005	FY2003 -- 2005	
12000 2ATH	ALEUTIAN ISLANDS	ATKA	NEWCON	PE	\$75,000	\$65,000	\$0	\$140,000
	ANCHORAGE	4	E0012000	CE	\$0	\$0	\$30,000	\$30,000
	ATKA			CON	\$0	\$0	\$1,385,000	\$1,385,000
					\$75,000	\$65,000	\$1,415,000	\$1,555,000
12600 0001 0002	CORDOVA-MCCARTHY	EYAK-CORDOVA	NEWCON	PE	\$90,000	\$85,000	\$80,000	\$255,000
	ANCHORAGE	4.6	E0012600	CE	\$0	\$0	\$5,000	\$5,000
	EYAK			CON	\$0	\$0	\$0	\$0
					\$90,000	\$85,000	\$85,000	\$260,000
12700 3KNG 4KNG 5KNG	ALEUTIAN ISLANDS	KING COVE (STATE)	NEWCON	PE	\$0	\$0	\$0	\$0
	ANCHORAGE	1.8	E0012700	CE	\$100,000	\$0	\$0	\$100,000
	AGDAAGUX			CON	\$230,000	\$5,000	\$0	\$235,000
					\$330,000	\$5,000	\$0	\$335,000



INDIAN RESERVATION ROADS TRANSPORTATION IMPROVEMENT PROGRAM FEDERAL LANDS HIGHWAY PROGRAM, 23 USC 204

Report run on: August 27, 2003 1:59 PM

IN PROGRESS

Level **Regional Road Engineer**

Page 6 of 27

Region: Alaska

State: Alaska

FFS: 931

Project Id Route No Structure No	County Agency Reservation	Project Name Length Roads mi / Bridges m	Type of Work PCAS	PROJECT TOTALS				
				FY2003	FY2004	FY2005	FY2003 - 2005	
11400	NORTH STAR	MC GRATH	NEWCON					
0001	FAIRBANKS	2.5		PE	\$15,000	\$15,000	\$0	\$30,000
0002				CE	\$0	\$25,000	\$30,000	\$55,000
0003	McGRATH		E0311400	CON	\$0	\$2,475,000	\$0	\$2,475,000
					\$15,000	\$2,515,000	\$30,000	\$2,560,000
11800	BETHEL	TUNTUTULIAK BOARDWALKS	BRDWLK					
0001	BETHEL	2		PE	\$20,000	\$0	\$17,000	\$37,000
0002				CE	\$13,000	\$7,000	\$35,000	\$55,000
0003	TUNTUTULIAK		E0211800	CON	\$1,000,000	\$239,587	\$980,773	\$2,220,360
0004								
0005								
0006								
0007								
0008								
0009								
					\$1,033,000	\$246,587	\$1,032,773	\$2,312,360
10700	KUSKOKWIM	ANIAK	NEWCON					
0001	BETHEL	3.8		PE	\$30,000	\$10,000	\$0	\$40,000
	ANIAK		E0210700	CE	\$0	\$30,000	\$30,000	\$60,000
				CON	\$0	\$2,475,000	\$0	\$2,475,000
					\$30,000	\$2,515,000	\$30,000	\$2,575,000



**INDIAN RESERVATION ROADS TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL LANDS HIGHWAY PROGRAM, 23 USC 204**

Report run on: August 27, 2003 1:59 PM

IN PROGRESS

Level **Regional Road Engineer**

Page 7 of 27

Region: Alaska

State: Alaska

FFS: 931

Project Id Route No Structure No	County Agency Reservation	Project Name Length Roads mi / Bridges m	Type of Work PCAS	PROJECT TOTALS				
				FY2003	FY2004	FY2005	FY2003 - 2005	
10800 1003	YUKON-KOYUKUK FAIRBANKS NENANA	NENANA .4	NEWCON E0310800	PE	\$45,000	\$15,000	\$0	\$60,000
				CE	\$0	\$30,000	\$30,000	\$60,000
				CON	\$0	\$1,170,000	\$1,270,000	\$2,440,000
				\$45,000	\$1,215,000	\$1,300,000	\$2,560,000	
10900 0001	MATANUSKA-SUSITNA ANCHORAGE PORT HEIDEN	PORT HEIDEN 3	NEWCON E0010900	PE	\$10,000	\$15,000	\$0	\$25,000
				CE	\$0	\$0	\$300,000	\$300,000
				CON	\$0	\$0	\$715,000	\$715,000
				\$10,000	\$15,000	\$1,015,000	\$1,040,000	
11000 0001	ANCHORAGE ANCHORAGE EKLUTNA	EKLUTNA 2.1	NEWCON E0011000	PE	\$2,000	\$425,000	\$15,000	\$442,000
				CE	\$0	\$0	\$0	\$0
				CON	\$0	\$0	\$0	\$0
				\$2,000	\$425,000	\$15,000	\$442,000	



**INDIAN RESERVATION ROADS TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL LANDS HIGHWAY PROGRAM, 23 USC 204**

Report run on: August 27, 2003 1:59 PM

IN PROGRESS

Level **Regional Road Engineer**

Page 8 of 27

Region: Alaska

State: Alaska

FFS: 931

Project Id Route No Structure No	County Agency Reservation	Project Name Length Roads mi / Bridges m	Type of Work PCAS	PROJECT TOTALS			
				FY2003	FY2004	FY2005	FY2003 - 2005
11100	KOBUK	SHUNGNAK	NEWCON	PE \$15,000	FY2004 \$15,000	FY2005 \$0	FY2003 - 2005 \$30,000
1001	NOME	4.1	E0411100	CE \$0	\$0	\$30,000	\$30,000
	SHUNGNAK			CON \$0	\$0	\$1,420,000	\$1,420,000
				\$15,000	\$15,000	\$1,450,000	\$1,480,000
11200	UPPER YUKON	EAGLE	NEWCON	PE \$5,000	FY2004 \$15,000	FY2005 \$0	FY2003 - 2005 \$20,000
0001	FAIRBANKS	1.4	E0311200	CE \$0	\$0	\$30,000	\$30,000
0002	EAGLE			CON \$0	\$0	\$1,470,000	\$1,470,000
0003				\$5,000	\$15,000	\$1,500,000	\$1,520,000
11500	KENAI-COOK INLET	PORT GRAHAM	NEWCON	PE \$68,000	FY2004 \$15,000	FY2005 \$0	FY2003 - 2005 \$83,000
8PGH	ANCHORAGE	6	E0011500	CE \$0	\$0	\$30,000	\$30,000
	PORT GRAHAM			CON \$0	\$0	\$1,770,000	\$1,770,000
				\$68,000	\$15,000	\$1,800,000	\$1,883,000



INDIAN RESERVATION ROADS TRANSPORTATION IMPROVEMENT PROGRAM FEDERAL LANDS HIGHWAY PROGRAM, 23 USC 204

Report run on: August 27, 2003 1:59 PM

IN PROGRESS

Level **Regional Road Engineer**

Page 9 of 27

Region: Alaska

State: Alaska

FFS: 931

Project Id Route No Structure No	County Agency Reservation	Project Name Length Roads mi / Bridges m	Type of Work PCAS	PROJECT TOTALS				
				FY2003	FY2004	FY2005	FY2003 -- 2005	
70300 0003	WADE HAMPTON BETHEL ANDREAFSKI	ANDREAFSKI 1.3	NEWCON E0270300	PE	\$345,000	\$40,000	\$15,000	\$400,000
				CE	\$0	\$0	\$0	\$0
				CON	\$0	\$0	\$0	\$0
				\$345,000	\$40,000	\$15,000	\$400,000	
90100 1CST	VALDEZ-CHITINA-WHITT ANCHORAGE CHISTOCHINA	CHISTOCHINA 2.3	NEWCON E0190100	PE	\$25,000	\$30,000	\$5,000	\$60,000
				CE	\$0	\$0	\$30,000	\$30,000
				CON	\$0	\$0	\$0	\$0
				\$25,000	\$30,000	\$35,000	\$90,000	
10200 0666	ALEUTIAN ISLANDS ANCHORAGE AGDAAGUX	KING COVE (BIA) .1	NEWCON E0110200	PE	\$240,000	\$0	\$0	\$240,000
				CE	\$10,000	\$30,000	\$5,000	\$45,000
				CON	\$1,725,000	\$750,000	\$0	\$2,475,000
				\$1,975,000	\$780,000	\$5,000	\$2,760,000	



**INDIAN RESERVATION ROADS TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL LANDS HIGHWAY PROGRAM, 23 USC 204**

Report run on: August 27, 2003 1:59 PM

IN PROGRESS

Level **Regional Road Engineer**

Page 10 of 27

Region: Alaska

State: Alaska

FFS: 931

Project Id Route No Structure No	County Agency Reservation	Project Name Length Roads mi / Bridges m	Type of Work PCAS	PROJECT TOTALS				
				FY2003	FY2004	FY2005	FY2003 - 2005	
10300 0101	KOBUK NOME BUCKLAND	BUCKLAND 1	NEWCON E0410300	PE	\$10,000	\$10,000	\$10,000	\$30,000
				CE	\$0	\$0	\$0	\$0
				CON	\$0	\$0	\$0	\$0
				\$10,000	\$10,000	\$10,000	\$30,000	
10400 1002	VALDEZ-CHITINA-WHITT ANCHORAGE CHENEGA	CHENEGA 2.5	NEWCON E0010400	PE	\$15,000	\$10,000	\$10,000	\$35,000
				CE	\$0	\$0	\$0	\$0
				CON	\$0	\$0	\$0	\$0
				\$15,000	\$10,000	\$10,000	\$35,000	
10500 1002	YUKON-KOYUKUK FAIRBANKS HEALY LAKE	HEALY LAKE 4.5	NEWCON E0310500	PE	\$35,000	\$10,000	\$10,000	\$55,000
				CE	\$0	\$0	\$0	\$0
				CON	\$0	\$0	\$0	\$0
				\$35,000	\$10,000	\$10,000	\$55,000	



INDIAN RESERVATION ROADS TRANSPORTATION IMPROVEMENT PROGRAM FEDERAL LANDS HIGHWAY PROGRAM, 23 USC 204

Report run on: August 27, 2003 1:59 PM

IN PROGRESS

Level **Regional Road Engineer**

Page 11 of 27

Region: Alaska

State: Alaska

FFS: 931

Project Id Route No Structure No	County Agency Reservation	Project Name Length Roads mi / Bridges m	Type of Work PCAS	PROJECT TOTALS				
				FY2003	FY2004	FY2005	FY2003 - 2005	
10600	KODIAK	PORT LIONS	NEWCON					
0001	ANCHORAGE	2		PE	\$80,000	\$10,000	\$0	\$90,000
0002	PORT LIONS		E0010600	CE	\$0	\$30,000	\$30,000	\$60,000
0003				CON	\$0	\$2,475,000	\$0	\$2,475,000
0004					\$80,000	\$2,515,000	\$30,000	\$2,625,000
0005								
47900	BETHEL	NUNAPITCHUK	BRDWLK					
0001	BETHEL	.2		PE	\$0	\$0	\$0	\$0
	NUNAPITCHUK		E0247900	CE	\$20,000	\$5,000	\$0	\$25,000
				CON	\$0	\$0	\$0	\$0
					\$20,000	\$5,000	\$0	\$25,000
48000	BRISTOL BAY	KOLIGANEK	NEWCON					
1003	ANCHORAGE	1		PE	\$15,000	\$15,000	\$0	\$30,000
	NEW KOLIGANEK		E0048000	CE	\$0	\$0	\$30,000	\$30,000
				CON	\$0	\$0	\$1,485,000	\$1,485,000
					\$15,000	\$15,000	\$1,515,000	\$1,545,000



INDIAN RESERVATION ROADS TRANSPORTATION IMPROVEMENT PROGRAM FEDERAL LANDS HIGHWAY PROGRAM, 23 USC 204

Report run on: August 27, 2003 1:59 PM

IN PROGRESS

Level **Regional Road Engineer**

Page 12 of 27

Region: Alaska

State: Alaska

FFS: 931

Project Id Route No Structure No	County Agency Reservation	Project Name Length Roads mi / Bridges m	Type of Work PCAS	PROJECT TOTALS					
				FY2003	FY2004	FY2005	FY2003 -- 2005		
48100 1002	BRISTOL BAY ANCHORAGE UGASHIK	UGASHIK 1	NEWCON E0048100	PE	\$15,000	\$15,000	\$0	\$30,000	
				CE	\$0	\$0	\$30,000	\$30,000	
				CON	\$0	\$0	\$2,570,000	\$2,570,000	
					\$15,000	\$15,000	\$2,600,000	\$2,630,000	
49000 2PRV	ALEUTIAN ISLANDS ANCHORAGE PERRYVILLE	PERRYVILLE 1.3	NEWCON E0049000	PE	\$15,000	\$15,000	\$0	\$30,000	
				CE	\$0	\$30,000	\$5,000	\$35,000	
				CON	\$0	\$2,300,000	\$0	\$2,300,000	
					\$15,000	\$2,345,000	\$5,000	\$2,365,000	
50500 0001	BRISTOL BAY ANCHORAGE IGIUGIG	IGIUGIG .2	NEWCON E0150500	PE	\$0	\$0	\$0	\$0	
				CE	\$5,000	\$0	\$0	\$5,000	
				CON	\$0	\$0	\$0	\$0	
					\$5,000	\$0	\$0	\$5,000	



**INDIAN RESERVATION ROADS TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL LANDS HIGHWAY PROGRAM, 23 USC 204**

Report run on: August 27, 2003 1:59 PM

IN PROGRESS

Level **Regional Road Engineer**

Page 13 of 27

Region: Alaska

State: Alaska

FFS: 931

Project Id Route No Structure No	County Agency Reservation	Project Name Length Roads mi / Bridges m	Type of Work PCAS	PROJECT TOTALS				
				FY2003	FY2004	FY2005	FY2003 -- 2005	
56000 1001	BETHEL	ATMAUTLUAK	NEWCON	PE	\$0	\$0	\$0	\$0
	BETHEL	.8	E0256000	CE	\$15,000	\$5,000	\$0	\$20,000
	ATMAUTLUAK			CON	\$0	\$0	\$0	\$0
					\$15,000	\$5,000	\$0	\$20,000
70100 0002	BETHEL	TUNUNAK	BRDWLK	PE	\$30,000	\$0	\$0	\$30,000
	BETHEL	.5	E0270100	CE	\$15,000	\$20,000	\$5,000	\$40,000
	TUNUNAK			CON	\$1,800,000	\$0	\$0	\$1,800,000
					\$1,845,000	\$20,000	\$5,000	\$1,870,000
37200 3NST	BRISTOL BAY	NEW STUYAHOK	NEWCON	PE	\$0	\$0	\$0	\$0
	ANCHORAGE	.2	E0037200	CE	\$15,000	\$5,000	\$0	\$20,000
	NEW STUYAHOK			CON	\$0	\$0	\$0	\$0
					\$15,000	\$5,000	\$0	\$20,000



**INDIAN RESERVATION ROADS TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL LANDS HIGHWAY PROGRAM, 23 USC 204**

Report run on: August 27, 2003 1:59 PM

IN PROGRESS

Level **Regional Road Engineer**

Page 14 of 27

Region: Alaska

State: Alaska

FFS: 931

Project Id Route No Structure No	County Agency Reservation	Project Name Length Roads mi / Bridges m	Type of Work PCAS	PROJECT TOTALS				
				FY2003	FY2004	FY2005	FY2003 - 2005	
37600 1002	UPPER YUKON FAIRBANKS CHALKYITSIK	CHALKYITSIK .5	NEWCON E0337600	PE	\$40,000	\$0	\$0	\$40,000
				CE	\$40,000	\$30,000	\$5,000	\$75,000
				CON	\$1,460,000	\$0	\$0	\$1,460,000
					\$1,540,000	\$30,000	\$5,000	\$1,575,000
41100 0005	BETHEL BETHEL KWINHAGAK	KWINHAGAK .2	NEWCON E0241100	PE	\$5,000	\$0	\$0	\$5,000
				CE	\$0	\$0	\$0	\$0
				CON	\$0	\$0	\$0	\$0
					\$5,000	\$0	\$0	\$5,000
46600 0006	KOBUK NOME DEERING	DEERING 2	NEWCON E0446600	PE	\$15,000	\$35,000	\$0	\$50,000
				CE	\$0	\$30,000	\$30,000	\$60,000
				CON	\$0	\$2,235,000	\$0	\$2,235,000
					\$15,000	\$2,300,000	\$30,000	\$2,345,000



**INDIAN RESERVATION ROADS TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL LANDS HIGHWAY PROGRAM, 23 USC 204**

Report run on: August 27, 2003 1:59 PM

IN PROGRESS

Level **Regional Road Engineer**

Page 15 of 27

Region: Alaska

State: Alaska

FFS: 931

Project Id Route No Structure No	County Agency Reservation	Project Name Length Roads mi / Bridges m	Type of Work PCAS	PROJECT TOTALS				
				FY2003	FY2004	FY2005	FY2003 - 2005	
47000 1001	VALDEZ-CHITINA-WHITT ANCHORAGE TATITLEK	TATITLEK 3	NEWCON E0047000	PE	\$20,000	\$0	\$0	\$20,000
				CE	\$20,000	\$20,000	\$5,000	\$45,000
				CON	\$0	\$0	\$0	\$0
				\$40,000	\$20,000	\$5,000	\$65,000	
47300 2TOG	BRISTOL BAY ANCHORAGE TOGIAK	TOGIAK 1.1	NEWCON E0047300	PE	\$0	\$0	\$0	\$0
				CE	\$20,000	\$5,000	\$0	\$25,000
				CON	\$0	\$0	\$0	\$0
				\$20,000	\$5,000	\$0	\$25,000	
47400 0005	UPPER YUKON FAIRBANKS CIRCLE	CIRCLE 3.5	NEWCON E0347400	PE	\$5,000	\$5,000	\$5,000	\$15,000
				CE	\$0	\$0	\$0	\$0
				CON	\$0	\$0	\$0	\$0
				\$5,000	\$5,000	\$5,000	\$15,000	



**INDIAN RESERVATION ROADS TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL LANDS HIGHWAY PROGRAM, 23 USC 204**

Report run on: August 27, 2003 1:59 PM

IN PROGRESS

Level **Regional Road Engineer**

Page 16 of 27

Region: Alaska

State: Alaska

FFS: 931

Project Id Route No Structure No	County Agency Reservation	Project Name Length Roads mi / Bridges m	Type of Work PCAS	PROJECT TOTALS				
				FY2003	FY2004	FY2005	FY2003 - 2005	
36200 1005	KOBUK NOME KOTZEBUE	KOTZEBUE 4.4	NEWCON E0436200	PE	\$0	\$0	\$0	\$0
				CE	\$5,000	\$5,000	\$0	\$10,000
				CON	\$0	\$0	\$0	\$0
				TOTAL	\$5,000	\$5,000	\$0	\$10,000
36700 1001	WADE HAMPTON BETHEL KOTLIK	KOTLIK 2.5	NEWCON E0236700	PE	\$10,000	\$0	\$0	\$10,000
				CE	\$12,000	\$20,000	\$0	\$32,000
				CON	\$655,368	\$0	\$0	\$655,368
				TOTAL	\$677,368	\$20,000	\$0	\$697,368
47500 1004	NOME NOME UNALAKLEET	UNALAKLEET 3.3	NEWCON E0447500	PE	\$10,000	\$0	\$0	\$10,000
				CE	\$25,000	\$5,000	\$0	\$30,000
				CON	\$170,000	\$0	\$0	\$170,000
				TOTAL	\$205,000	\$5,000	\$0	\$210,000



**INDIAN RESERVATION ROADS TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL LANDS HIGHWAY PROGRAM, 23 USC 204**

Report run on: August 27, 2003 1:59 PM

IN PROGRESS

Level **Regional Road Engineer**

Page 17 of 27

Region: Alaska

State: Alaska

FFS: 931

Project Id Route No Structure No	County Agency Reservation	Project Name Length Roads mi / Bridges m	Type of Work PCAS	PROJECT TOTALS				
				FY2003	FY2004	FY2005	FY2003 -- 2005	
36800 1003	VALDEZ-CHITINA-WHITT ANCHORAGE CHITINA	CHITNA 1.1	NEWCON E0036800	PE	\$10,000	\$60,000	\$55,000	\$125,000
				CE	\$0	\$0	\$0	\$0
				CON	\$0	\$0	\$0	\$0
				\$10,000	\$60,000	\$55,000	\$125,000	
37100 4UNA	ALEUTIAN ISLANDS ANCHORAGE QAWALANGIN	UNALASKA ROAD 2	NEWCON E0037100	PE	\$20,000	\$0	\$0	\$20,000
				CE	\$15,000	\$30,000	\$5,000	\$50,000
				CON	\$585,000	\$0	\$0	\$585,000
				\$620,000	\$30,000	\$5,000	\$655,000	
37300 0003	YUKON-KOYUKUK FAIRBANKS MINTO	MINTO 2	NEWCON E0337300	PE	\$0	\$0	\$0	\$0
				CE	\$30,000	\$30,000	\$0	\$60,000
				CON	\$2,320,000	\$0	\$0	\$2,320,000
				\$2,350,000	\$30,000	\$0	\$2,380,000	



INDIAN RESERVATION ROADS TRANSPORTATION IMPROVEMENT PROGRAM FEDERAL LANDS HIGHWAY PROGRAM, 23 USC 204

Report run on: August 27, 2003 1:59 PM

IN PROGRESS

Level **Regional Road Engineer**

Page 18 of 27

Region: Alaska

State: Alaska

FFS: 931

Project Id Route No Structure No	County Agency Reservation	Project Name Length Roads mi / Bridges m	Type of Work PCAS	PROJECT TOTALS				
				FY2003	FY2004	FY2005	FY2003 -- 2005	
46700	KODIAK	OLD HARBOR	NEWCON	PE	\$10,000	\$0	\$0	\$10,000
20LD	ANCHORAGE	.2	E0146700	CE	\$20,000	\$30,000	\$5,000	\$55,000
	OLD HARBOR			CON	\$880,000	\$0	\$0	\$880,000
					\$910,000	\$30,000	\$5,000	\$945,000
13200	NOME	BERING STRAITS PLANNING	PLANING	PE	\$699,746	\$390,029	\$390,029	\$1,479,804
	NOME		E0413200	CE	\$34,986	\$19,501	\$19,501	\$73,988
	KAWERAK			CON	\$0	\$0	\$0	\$0
					\$734,732	\$409,530	\$409,530	\$1,553,792
90800	NOME	BREVIG MISSION COMMUNITY	NEWCON	PE	\$306,250	\$11,500	\$10,000	\$327,750
1002	NOME	STREETS	E0490800	CE	\$15,313	\$52,850	\$500	\$68,663
	BREVIG MISSION	4.5		CON	\$0	\$510,000	\$0	\$510,000
					\$321,563	\$574,350	\$10,500	\$906,413



INDIAN RESERVATION ROADS TRANSPORTATION IMPROVEMENT PROGRAM FEDERAL LANDS HIGHWAY PROGRAM, 23 USC 204

Report run on: August 27, 2003 1:59 PM

IN PROGRESS

Level **Regional Road Engineer**

Page 19 of 27

Region: Alaska

State: Alaska

FFS: 931

Project Id Route No Structure No	County Agency Reservation	Project Name Length Roads mi / Bridges m	Type of Work PCAS	PROJECT TOTALS				
				FY2003	FY2004	FY2005	FY2003 -- 2005	
91000	NOME	KOYUK COMMUNITY STREETS	RECONS	PE	\$115,500	\$2,000	\$0	\$117,500
1003	NOME			CE	\$5,775	\$21,215	\$43,245	\$70,235
1004	KOYUK	22	E0491000	CON	\$0	\$206,000	\$421,900	\$627,900
1006								
1009								
1010								
1011								
1012								
1013								
1014								
1015								
1016								
1017								
1018								
					\$121,275	\$229,215	\$465,145	\$815,635
90500	NOME	SHISHMAREF EROSION PROJECT	SAFETY	PE	\$41,000	\$0	\$0	\$41,000
1002	NOME	1.2	E0490500	CE	\$69,700	\$25,625	\$0	\$95,325
	SHISHMAREF			CON	\$660,000	\$250,000	\$0	\$910,000
					\$770,700	\$275,625	\$0	\$1,046,325
20200	NOME	SHISHMAREF RELOCATION STUDY	PLANING	PE	\$170,000	\$160,000	\$90,000	\$420,000
	NOME		E0420200	CE	\$8,500	\$8,000	\$4,500	\$21,000
	SHISHMAREF			CON	\$0	\$0	\$0	\$0
					\$178,500	\$168,000	\$94,500	\$441,000



**INDIAN RESERVATION ROADS TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL LANDS HIGHWAY PROGRAM, 23 USC 204**

Report run on: August 27, 2003 1:59 PM

IN PROGRESS

Level **Regional Road Engineer**

Page 20 of 27

Region: Alaska

State: Alaska

FFS: 931

Project Id Route No Structure No	County Agency Reservation	Project Name Length Roads mi / Bridges m	Type of Work PCAS	PROJECT TOTALS				
				FY2003	FY2004	FY2005	FY2003 - 2005	
20300 1002	NOME NOME GAMBELL	GAMBELL EVACUATION ROAD 43	NEWCON E0420300	PE \$185,000 CE \$9,250 CON \$0	FY2004 \$435,000 \$21,750 \$0	FY2005 \$368,000 \$18,400 \$0	FY2003 - 2005 \$988,000 \$49,400 \$0	
				\$194,250	\$456,750	\$386,400	\$1,037,400	
34200 0004	YUKON-KOYUKUK FAIRBANKS KALTAG	KALTAG BRIDGE .3	BRIDGE E0334200	PE \$25,000 CE \$10,000 CON \$0	FY2004 \$0 \$10,000 \$1,200,000	FY2005 \$0 \$5,000 \$0	FY2003 - 2005 \$25,000 \$25,000 \$1,200,000	
				\$35,000	\$1,210,000	\$5,000	\$1,250,000	
35200 1003	ALEUTIAN ISLANDS ANCHORAGE SAINT PAUL	ST PAUL 2	NEWCON E0035200	PE \$0 CE \$10,000 CON \$5,000	FY2004 \$0 \$5,000 \$0	FY2005 \$0 \$0 \$0	FY2003 - 2005 \$0 \$15,000 \$5,000	
				\$15,000	\$5,000	\$0	\$20,000	



INDIAN RESERVATION ROADS TRANSPORTATION IMPROVEMENT PROGRAM FEDERAL LANDS HIGHWAY PROGRAM, 23 USC 204

Report run on: August 27, 2003 1:59 PM

IN PROGRESS

Level **Regional Road Engineer**

Page 21 of 27

Region: Alaska

State: Alaska

FFS: 931

Project Id Route No Structure No	County Agency Reservation	Project Name Length Roads mi / Bridges m	Type of Work PCAS	PROJECT TOTALS				
				FY2003	FY2004	FY2005	FY2003 - 2005	
36300 0002	BETHEL BETHEL KONGIGANAK	KONGIGANAK .5	BRDWLK E0236300	PE	\$0	\$0	\$0	\$0
				CE	\$30,000	\$5,000	\$0	\$35,000
				CON	\$0	\$0	\$0	\$0
					\$30,000	\$5,000	\$0	\$35,000
36400 1003	BRISTOL BAY ANCHORAGE EGEGIK	EGIGIK 15	NEWCON E0036400	PE	\$0	\$0	\$0	\$0
				CE	\$2,000	\$0	\$0	\$2,000
				CON	\$0	\$0	\$0	\$0
					\$2,000	\$0	\$0	\$2,000
36600 0002	BETHEL BETHEL KASIGLUK	KASIGLUK 1.8	BRDWLK E0236600	PE	\$0	\$0	\$0	\$0
				CE	\$20,000	\$5,000	\$0	\$25,000
				CON	\$150,000	\$0	\$0	\$150,000
					\$170,000	\$5,000	\$0	\$175,000



**INDIAN RESERVATION ROADS TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL LANDS HIGHWAY PROGRAM, 23 USC 204**

Report run on: August 27, 2003 1:59 PM

IN PROGRESS

Level **Regional Road Engineer**

Page 22 of 27

Region: Alaska

State: Alaska

FFS: 931

Project Id Route No Structure No	County Agency Reservation	Project Name Length Roads mi / Bridges m	Type of Work PCAS	PROJECT TOTALS				
				FY2003	FY2004	FY2005	FY2003 -- 2005	
37400 0004	KUSKOKWIM BETHEL SLEETMUTE	SLEETMUTE .1	NEWCON E0237400	PE	\$0	\$0	\$0	\$0
				CE	\$60,000	\$30,000	\$0	\$90,000
				CON	\$200,000	\$0	\$0	\$200,000
					\$260,000	\$30,000	\$0	\$290,000
45100 1002	BARROW-NORTH SLOPE FAIRBANKS NUIQSUT	NUIQSUT 3	NEWCON E0345100	PE	\$0	\$0	\$0	\$0
				CE	\$15,000	\$0	\$100,000	\$115,000
				CON	\$0	\$20,000	\$2,840,000	\$2,860,000
					\$15,000	\$20,000	\$2,940,000	\$2,975,000
12200 1004	NOME NOME ELIM	ELIM CAPE DARBY ROAD 24	RECONS E0412200	PE	\$14,850	\$24,350	\$147,220	\$186,420
				CE	\$743	\$1,218	\$7,361	\$9,322
				CON	\$0	\$0	\$0	\$0
					\$15,593	\$25,568	\$154,581	\$195,742



INDIAN RESERVATION ROADS TRANSPORTATION IMPROVEMENT PROGRAM FEDERAL LANDS HIGHWAY PROGRAM, 23 USC 204

Report run on: August 27, 2003 1:59 PM

IN PROGRESS

Level **Regional Road Engineer**

Page 23 of 27

Region: Alaska

State: Alaska

FFS: 931

Project Id Route No Structure No	County Agency Reservation	Project Name Length Roads mi / Bridges m	Type of Work PCAS	PROJECT TOTALS				
				FY2003	FY2004	FY2005	FY2003 -- 2005	
30500	NOME NOME KAWERAK	BIA KAWERAK PROJECTS MONITORING	PLANING E0430500	PE	\$131,057	\$0	\$0	\$131,057
				CE	\$0	\$0	\$0	\$0
				CON	\$0	\$0	\$0	\$0
					\$131,057	\$0	\$0	\$131,057
E0010 1003 E025	SO. EAST FAIRBANKS FAIRBANKS TETLIN	TETLIN BRIDGE 41.15	BRIDGE E03E0010	PE	\$5,000	\$15,000	\$0	\$20,000
				CE	\$0	\$30,000	\$20,000	\$50,000
				CON	\$0	\$0	\$0	\$0
					\$5,000	\$45,000	\$20,000	\$70,000
30500	JUNEAU DIVISION JUNEAU AREA OFFICE JUNEAU AREA HDQTRS	ARO BRANCH OF ROADS 2Q	PLANING E0030500	PE	\$3,000,000	\$0	\$0	\$3,000,000
				CE	\$0	\$0	\$0	\$0
				CON	\$0	\$0	\$0	\$0
					\$3,000,000	\$0	\$0	\$3,000,000



**INDIAN RESERVATION ROADS TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL LANDS HIGHWAY PROGRAM, 23 USC 204**

Report run on: August 27, 2003 1:59 PM

IN PROGRESS

Level **Regional Road Engineer**

Page 24 of 27

Region: Alaska

State: Alaska

FFS: 931

Project Id Route No Structure No	County Agency Reservation	Project Name Length Roads mi / Bridges m	Type of Work PCAS	PROJECT TOTALS				
				FY2003	FY2004	FY2005	FY2003 -- 2005	
00473 0001 0473	KUSKOKWIM FAIRBANKS TAKOTNA	GOLD CREEK BRIDGE 9.14	BRIDGE E0300473	PE	\$15,000	\$30,000	\$0	\$45,000
				CE	\$0	\$20,000	\$15,000	\$35,000
				CON	\$0	\$200,000	\$0	\$200,000
					\$15,000	\$250,000	\$15,000	\$280,000
01531 4UNA 1531	ALEUTIAN ISLANDS ANCHORAGE QAWALANGIN	STEWART RD BRIDGE 31.09	BRIDGE E0101531	PE	\$5,000	\$10,000	\$10,000	\$25,000
				CE	\$0	\$30,000	\$0	\$30,000
				CON	\$0	\$0	\$0	\$0
					\$5,000	\$40,000	\$10,000	\$55,000
36000 0003	NOME NOME SAVOONGA	SAVOONGA .7	NEWCON E0436000	PE	\$0	\$0	\$0	\$0
				CE	\$35,000	\$5,000	\$0	\$40,000
				CON	\$0	\$0	\$0	\$0
					\$35,000	\$5,000	\$0	\$40,000



**INDIAN RESERVATION ROADS TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL LANDS HIGHWAY PROGRAM, 23 USC 204**

Report run on: August 27, 2003 1:59 PM

IN PROGRESS

Level **Regional Road Engineer**

Page 25 of 27

Region: Alaska

State: Alaska

FFS: 931

Project Id Route No Structure No	County Agency Reservation	Project Name Length Roads mi / Bridges m	Type of Work PCAS	PROJECT TOTALS				
				FY2003	FY2004	FY2005	FY2003 -- 2005	
80500	JUNEAU DIVISION JUNEAU AREA OFFICE JUNEAU AREA HDQTRS	PLANNING JATP UPDATE	PLANING E0080500	PE	\$169,344	\$111,223	\$100,000	\$380,567
				CE	\$0	\$0	\$0	\$0
				CON	\$0	\$0	\$0	\$0
					\$169,344	\$111,223	\$100,000	\$380,567
11900 0010	UPPER YUKON FAIRBANKS KAKTOVIK ALASKA	KAKTOVIK 1.8	RECONS E0311900	PE	\$225,000	\$40,000	\$0	\$265,000
				CE	\$0	\$0	\$30,000	\$30,000
				CON	\$0	\$0	\$2,670,000	\$2,670,000
					\$225,000	\$40,000	\$2,700,000	\$2,965,000
30400 0002	WADE HAMPTON BETHEL EMMONAK	EMMONAK .7	RECONS E0230400	PE	\$75,000	\$200,000	\$0	\$275,000
				CE	\$0	\$0	\$20,000	\$20,000
				CON	\$0	\$0	\$0	\$0
					\$75,000	\$200,000	\$20,000	\$295,000



INDIAN RESERVATION ROADS TRANSPORTATION IMPROVEMENT PROGRAM FEDERAL LANDS HIGHWAY PROGRAM, 23 USC 204

Report run on: August 27, 2003 1:59 PM

IN PROGRESS

Level **Regional Road Engineer**

Page 26 of 27

Region: Alaska

State: Alaska

FFS: 931

Project Id Route No Structure No	County Agency Reservation	Project Name Length Roads mi / Bridges m	Type of Work PCAS	PROJECT TOTALS				
				FY2003	FY2004	FY2005	FY2003 -- 2005	
30600 0001	PRINCE OF WALES SOUTHEAST CRAIG	CRAIG 5.2	RECONS E0930600	PE	\$865,000	\$120,000	\$20,000	\$1,005,000
				CE	\$0	\$0	\$0	\$0
				CON	\$0	\$0	\$0	\$0
					\$865,000	\$120,000	\$20,000	\$1,005,000
39000 1003	UPPER YUKON FAIRBANKS STEVENS VILLAGE	STEVENS VILLAGE 2.5	RECONS E0339000	PE	\$450,000	\$30,000	\$15,000	\$495,000
				CE	\$0	\$0	\$0	\$0
				CON	\$0	\$0	\$0	\$0
					\$450,000	\$30,000	\$15,000	\$495,000
90900 0001	NOME NOME DIOMEDE	DIOMEDE .3	BRDWLK E0490900	PE	\$48,000	\$5,000	\$5,000	\$58,000
				CE	\$2,400	\$10,500	\$2,095	\$14,995
				CON	\$0	\$100,000	\$18,000	\$118,000
					\$50,400	\$115,500	\$25,095	\$190,995



**INDIAN RESERVATION ROADS TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL LANDS HIGHWAY PROGRAM, 23 USC 204**

Report run on: August 27, 2003 1:59 PM

IN PROGRESS

Level **Regional Road Engineer**

Page 27 of 27

Region: Alaska

State: Alaska

FFS: 931

Project Id Route No Structure No	County Agency Reservation	Project Name Length Roads mi / Bridges m	Type of Work PCAS	PROJECT TOTALS			
				FY2003	FY2004	FY2005	FY2003 - 2005
20400	NOME	UNALAKLEET	BRIDGE	PE \$6,667	\$0	\$0	\$6,667
1045	NOME	NORTH RIVER	CE	\$333	\$0	\$0	\$333
E801	UNALAKLEET	BRIDGE	CON	\$0	\$0	\$0	\$0
				\$7,000	\$0	\$0	\$7,000
E0420400							
State Totals:				\$20,607,857	\$22,668,632	\$22,668,632	\$65,945,121
Region Totals:				\$20,607,857	\$22,668,632	\$22,668,632	\$65,945,121

REGIONAL ROAD ENGINEER _____

DATE _____

CHIEF, DIVISION OF
TRANSPORTATION _____

DATE _____

REGIONAL DIRECTOR _____

FEDERAL LANDS HIGHWAY _____

DATE _____

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**Alaska Department of Transportation
and Public Facilities**
3132 Channel Drive, Room 200
Juneau, AK 99801-7898



This document contains a final spending plan for surface transportation projects covering a 3 year horizon, with an outlook for three additional years. It applies to highway, road, ferry, trails and transit projects. Comments may be sent or additional copies of the document obtained by contacting the department. See the inside of the front cover for contact information.

TO:

